



U.S. Department of Homeland Security

United States Coast Guard

Fifth Coast Guard District LOCAL NOTICE TO MARINERS

Coastal Waters From Shrewsbury River, New Jersey to Little River, South Carolina

MONTHLY EDITION

November 02, 2004

[HTTP://www.navcen.uscg.gov](http://www.navcen.uscg.gov)

The monthly edition of the Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District. The Local Notice to Mariners (LNM) is updated each Tuesday on the U.S. Coast Guard Navigation Center website at www.navcen.uscg.gov/lnm/d5. If you have questions about the LNM, contact:

COMMANDER, FIFTH COAST GUARD DISTRICT (OAN)

431 Crawford Street, Portsmouth, Virginia, 23704-5004

Telephone (Day): 757-398-6486. 24 Hour FAX: (757) 398-6303

BROADCAST NOTICE TO MARINERS

This section contains corrections to federal and private maintained Aids to Navigation, as well as NOS corrections. Navigation information having been of immediate concern to the Mariner and promulgated by the following Broadcast Notice to Mariners (BNM's) have been incorporated in this notice when still significant at the date of this publication.

CCGD5 (D5)	D5 358-04, 359-04, 473-04 THRU 478-04, 485-04 THRU 493-04.
Group Philadelphia	PH 320-03, 321-03, 026-04, 045-04, 101-04, 178-04, 208-04, 215-04, 265-04, 294-04, 337-04, 338-04, 351-04, 368-04, 387-04.
Group Atlantic City	AC 400-04, 402-04, 403-04, 404-04, 405-04, 408-04.
Activities Baltimore	BA 670-04, 815-04, 817-04, 822-04, 823-04, 824-04, 827-04, 831-04, 834-04, 837-04, 838-04, 839-04, 841-04, 842-04, 845-04, 846-04, 847-04.
Group Eastern Shore	ES 158-04, 161-04, 166-04, 167-04, 168-04, 169-047, 172-04.
Group Hampton Roads	HR 495-04, 498-04 THRU 501-04.
Group Cape Hatteras	CH 186-04, 191-04, 193-04, 194-04, 195-04.
Group Fort Macon	FM 412-04 THRU 422-04.

REFERENCES: Light List Reference: **ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2004 Edition**

U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook to Cape Henry (37th) Edition.

U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (36th) Edition.

All bearings are in degrees TRUE - All times are in Local Time unless otherwise noted.

All positions cited use North American Datum 1983 (NAD 83)

NAVIGATION INTERNET SITES

Chart Corrections:	http://chartmaker.ncd.noaa.gov and http://www.maptech.com
2004 Light List/ Summary of Corrections	http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm
Coast Pilot Corrections:	HTTP://nauticalcharts.noaa.gov/ncd/cpdownload.htm
D5 LNM on Internet/Archived Back Issues for 2004:	HTTP://www.navcen.uscg.gov/lnm/d5
Chesapeake Bay Weather Buoys:	Http://www.cbos.org/client.cgi
NOAA Weather Buoy sites:	http://seaboard.ndbc.noaa.gov/Maps/wrldmap.shtml
Tides On Line:	http://www.tidesonline.nos.noaa.gov
Tides, Currents, PORTS:	http://www.co-ops.nos.noaa.gov
ACOE Navigation Link for ICW and coastal inlets	http://www.saw.usace.army.mil/nav/nav.htm
Weather:	http://www.intellicast.com/
LANTAREA/ District 5 Local Notice To Mariners	
for correspondence:	http://d5local@lantd5.uscg.mil

I. SPECIAL NOTICES: This section contains information of Special concern to the Mariner.

FIFTH COAST GUARD DISTRICT WATERS – INCREASED THREAT LEVEL

The U.S. Coast Guard is asking for assistance from all mariners to be on the lookout while they are transiting the local waterways. The Department of Homeland Security (DHS) and Coast Guard are asking you report any suspicious or peculiar activity that you may observe. Please make all reports to the U.S. Coast Guard via VHF-FM CH 16 or by using your cell phone to dial 911, the National Response Center (NRC) at 1-800-424-8802 or to the DHS Watch and Warning unit at (202) 323-3205.

CHESAPEAKE BAY-REGULATED NAVIGATION AREA (RNA) REQUIREMENTS FOR PORT ENTRY/TRANSIT/DEPARTURE.

Mariners have been advised that there has been an amendment to the **Chesapeake Bay Regulated Navigation Area** which requires all vessels 300 gross tons and over, including tug and barge combined, to obtain permission prior to entering, departing, and/or moving within the **Regulated Navigation Area**. To obtain permission, vessels shall contact the **Joint Harbor Operations Center (JHOC)** prior to entry or movement via VHF-FH CH 12, alternate 13/16 and relay vessel documentation number, IMO number or VIN for verification. This includes entries from offshore, James River, Chesapeake Bay or Intracoastal Waterway. Alternate JHOC phone numbers are (757) 444-5210/5209. If the JHOC cannot be reached, the Captain of the Port (COTP) Command Duty Officer may be reached at (757) 668-5555.

PORTS AND WATERWAYS INFORMATION LINE

A Coast Guard toll-free hotline is now available to provide both commercial and recreational mariners with the latest, up-to-date information on local waterways and port openings, closures and restrictions. The **Coast Guard Maritime Safety Line**, 1-800-682-1796, has information from over 30 Coast Guard Captains of the Port (COTP) from the Mississippi River to the Atlantic Ocean. The Safety Line is broken into five regions:

Northeast Region - Eastern New York, Rhode Island, Maine and Massachusetts.

Mid-Atlantic/Southeast Region - Eastern and southern Florida, South and North Carolina, Virginia, Maryland and eastern Pennsylvania.

Gulf Region - Northwest Florida, Alabama, Louisiana and Texas.

Great Lakes Region - Western New York, Ohio, Michigan, Illinois, Wisconsin and Minnesota.

Mid-West Rivers Region - Missouri, West Virginia, western Pennsylvania, Kentucky and Tennessee.

Puerto Rico has its own information line with information on 22 ports at (787)-706-2415.

REQUIRED BALLASTWATER MANAGEMENT REPORTS FOR VESSELS OPERATING OUTSIDE THE EEZ

Mariners are reminded that in accordance with 33 CFR 151.2040, all vessels which carry ballast water, including residual ballast water and sediments, are asked to submit a ballast water management report after operating outside the EEZ at their first port of call in U.S. waters. These reports may be transmitted electronically to <http://invasions.si.edu/ballast.htm>, e-mailed to ballast@serc.si.edu, faxed to Commandant, U.S. Coast Guard, c/o the NBIC at 301-261-4319, or mailed to U.S. Coast Guard, c/o Smithsonian Environmental Research Center (SERC), P.O. Box 28, Edgewater, MD. 21037-0028.

AVAILABILITY OF A NATIONAL OCEAN SERVICE CRITICAL CHART CORRECTIONS WEB SITE

The Office of Coast Survey, National Ocean Service (NOS) and NOAA, announces a new Internet service to the marine public at the following web site: <http://chartmaker.ncd.noaa.gov>. This service provides advance notification of critical chart corrections identified by NOS cartographers during nautical chart updating activities. Critical chart corrections are either recently identified hazards to navigation or are information regarded by NOS as essential for safe navigation, e.g. channel conditions, bridge and cable clearances, regulatory changes. Critical chart corrections posted on this web site are forwarded to the United States Coast Guard (USCG) and the National Geo-Spatial Intelligence (NGA) for inclusion in their **Local Notice To Mariners (LNM)** and **Notice To Mariners (NTM)** respectively. Additionally, updates to the **United States Coast Pilot, Volumes 1-9**, are posted on this web site. This web site must not be viewed as a substitute for either the **USCG LNM** or the **NIMA NTM**. Aid to navigation changes and other important information published in USCG and NIMA notices are not available on this web site.

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER

The United States Coast Guard Navigational Information Service (**NIS**), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information on GPS, DGPS, and LORAN-C. The NIS also disseminates **Safety Broadcasts (BNM)**, **Local Notice to Mariners (LNM)**, and the latest **Notice Advisory to Navstar (NANU)**. These notices can also be obtained via e-mail subscription through the USCG Navigation Center website (<http://www.navcen.uscg.gov/gps/status/default.htm>). In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation of radio

navigation services to the NIS via any of the following: Phone: 703-313-5900, Email: webmaster@navcen.uscg.mil or on the World Wide Web at <http://www.navcen.uscg.gov>.

NAUTICAL CHART UPDATES

The National Ocean Service (NOS) has moved and expanded the function of its “**critcorr**” website. The new “Nautical Chart Updates” website allows the mariner to update their nautical charts from one database that includes information from NOS, and NGA Notice to Mariners, the **Coast Guard Local Notice to Mariners** and the **Canadian Coast Guard Notice to Mariners**. To access the website and for more information go to: <http://chartmaker.ncd.noaa.gov/> and click on “Chart Updates”.

DATES OF LATEST EDITIONS FOR NAUTICAL CHARTS

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated July 1, 2004, published by the National Ocean Service, is available for issue. It may be obtained free by mail from the National Aeronautical Charting Office, AVN-530, Federal Aviation Administration (FAA), 6303 Ivy Lane, Suite 400, Greenbelt MD, 20770-1479, by telephone at 1-800-638-8972 or from your local authorized nautical chart sales agent. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and up-to-date prices for most of the publications listed. Much of this information may also be obtained online at: <http://chartmaker.ncd.noaa.gov/mcd/dole.htm>

NATIONAL OCEAN SERVICE (NOS) - CHARTS, PUBLICATIONS, AND TABLES – SALES AGENTS

Sales agents for Charts and Coast Pilots of the National Ocean Service are located in many U. S. ports and in some foreign ports. A list of authorized sales agents and chart catalogs is available free upon request from National Ocean Service, Distribution Division (N/ACC3), 6501 Lafayette Avenue, Riverdale, Maryland 20737.

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision's in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

CODE OF FEDERAL REGULATIONS – Title 33 part 70 – Interference with or Damage to Aids to Navigation

No person, shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any aid to navigation established and maintained by the United States. Recently several offshore NOAA data buoys parted their moorings and became adrift due to excessive strain on the mooring. These navigational data buoys collect valuable on scene weather data for all mariners. These buoys are anchored to the seabed, and some have a watch circle radius of over 1 nautical mile. Once the mooring is parted and the buoy is adrift only certain Coast Guard resources can reset the aid back on its intended station. Coordinating of resources to retrieve the buoy, and place it back on station is time consuming and sometimes take weeks, thus valuable weather information cannot be obtained and relayed to mariners in need of it. Mariners are advised not to interfere with these aids to navigation and report any sightings of vessels tied off to them to the U.S. Coast Guard. Interference with or intentional damage to Aids to Navigation is a misdemeanor and shall be subject to a fine not exceeding the sum of \$500 for each offense (33 CFR 70.01).

INTENTIONAL ENCOUNTERS WITH WHALES PROHIBITED

From late fall to early spring, various species of whales, including the severely endangered Right Whale, may be encountered in the local offshore and inshore waters. Vessel operators are reminded to use caution around whales. Vessels are prohibited from approaching within 500 yards of a Right Whale. Vessels must steer a course away from the right whale and immediately leave the area. Intentional close approach to whales is prohibited and may result in a violation of Federal or State law.

NJ - DE - SEACOAST - Sonobuoy Operations

Mariners are advised that sonobuoy operations will be conducted during daylight hours in the area bounded by the following points:

38°36'00"N 075°00'00"W
38°45'00"N 074°53'00"W
38°45'00"N 074°20'00"W
38°00'00"N 073°05'00"W
38°00'00"N 075°11'00"W

These operations involve aircraft dropping objects at low altitudes. Mariners should exercise extreme caution when transiting the area.

Charts: 12200 & 12214.

VA - WILLOUGHBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:

- Willoughby Bay

- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.

- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and

appearance from a large orange and white sled approximately the size of a pick up truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

All mariners are requested to remain well clear of the helicopters, the towed devices, and the area extending directly behind the aircraft for four hundred yards. Do not approach or cross the area directly behind the towed device as a submerged hazard exists regardless of whether the device is in motion or stationary.

VA - SEACOAST/THIMBLE SHOAL CHANNEL - Low Altitude Helicopter Operations:

Mariners are advised that helicopter mine countermeasures (AMCM) operations will be conducted during daylight hours in the area bounded by the following points:

SEACOAST

37°00'00"N 75°55'00"W
37°30'00"N 75°34'00"W
37°30'00"N 75°30'00"W
37°00'00"N 75°30'00"W

36°55'00"N 75°55'00"W
36°55'00"N 75°30'00"W
36°30'00"N 75°30'00"W
36°30'00"N 75°47'00"W

CHESAPEAKE BAY ENT

36°54'51"N 75°47'17"W
36°52'09"N 75°43'39"W
36°54'09"N 75°48'07"W
36°51'26"N 75°44'30"W

36°58'24"N 75°44'24"W
36°59'01"N 75°43'26"W
36°53'09"N 75°36'36"W
36°52'23"N 75°37'34"W

36°57'15"N 75°45'31"W
36°56'45"N 75°44'28"W
36°52'03"N 75°49'17"W
36°51'26"N 75°48'12"W

36°52'59"N 75°50'12"W
36°52'28"N 75°49'09"W
36°55'00"N 75°47'10"W
36°55'32"N 75°48'13"W

THIMBLE SHOAL CHNL

37°00'27"N 76°12'46"W
37°01'23"N 76°12'24"W
37°00'09"N 76°07'38"W
36°59'12"N 76°08'01"W

SMITH ISLAND SHOAL

37°06'42"N 75°44'54"W
37°04'42"N 75°38'36"W
37°03'43"N 75°44'54"W
37°02'43"N 75°38'36"W

37°03'42"N 75°44'54"W
37°03'42"N 75°38'36"W
37°01'43"N 75°44'54"W
37°01'43"N 75°38'36"W

37°05'24"N 75°42'14"W
37°05'24"N 75°39'46"W
37°01'30"N 75°42'14"W
37°01'30"N 75°39'46"W

These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots. Helicopters may be identified by a rotating amber position light on centerline of main hull flashing 90 times per minute. An area of hurricane-force winds exists within a 250-foot radius around these helicopters, sufficient to blow people and objects from exposed decks and capsize small craft. The towed devices may be completely invisible and include large cables on or just below the surface streaming up to 1200 feet behind the aircraft. AMCM helicopters will transit to and from the area described above in the following manner: Outboard from the seaplane ramp at the Norfolk Naval Air Station across Willoughby Bay to the main shipping channel, then easterly along the main channel to Buoy 21. From Buoy 21 either East, SE or SSE to the operating area. The return flight will follow the same path as the outbound flight. To minimize the potential for mishap, vessels are requested to remain well clear of these danger zones when AMCM operations are encountered. **Charts: 12200, 12205, 12221, 12222 & 12254.**

NJ & PA – UPPER DELAWARE - DELAWARE RIVER – BRIDGE RESTRICTIONS

The Coast Guard has authorized New Jersey Transit to restrict the operation of the Delair Railroad (vertical-lift) Bridge, at mile 104.6, across the Delaware River, in Philadelphia, Pennsylvania. To facilitate replacement of bridge timbers, the bridge will be maintained in the closed-to-navigation position each day from 8 a.m. to 4 p.m. on ten consecutive Mondays: on **October 4, 11, 18, and 25**; and on **November 1, 8, 15, and 22, 2004**. At all other times, the bridge will operate in accordance with the current operating regulations outlined in 33 CFR 117.716. The available vertical clearance in the closed-to-navigation position is approximately 49 feet at Mean High Water (MHW) and 55 feet at Mean Low Water (MLW). Mariners able to pass under the closed span are advised to exercise extreme caution when transiting the area. **Chart: 12314.**

NJ-PA-DELAWARE RIVER-DELAWARE BAY – NAVAL VESSEL PROTECTIVE SECURITY ZONE

All mariners are advised a Naval Vessel Protective Security Zone exists around the USNS MENDONCA and the USNS SEAY while moored at Tioga Marine Terminal Philadelphia, PA. All vessels shall maintain 100 yards distance from the USNS MENDONCA or USNS SEAY while it is underway, moored or anchored. All mariners are requested to operate at a minimum speed necessary to maintain a safe course within 500 yards of the USNS MENDONCA OR USNS SEAY and are reminded to use caution when transiting near the vessels. This action is necessary to provide for the safety and security of the vessels. The U.S. Coast Guard and local law enforcement agencies will be enforcing the fixed Naval Vessel Protective Security Zone. All mariners are requesting to operate within 100 yards of the USNS MENDONCA or USNS SEAY should contact the USNS MENDONCA or USNS SEAY VIA VHF Channels 13 or 16. **Charts: 12312 & 12314.**

NJ – DE – PA – DELAWARE RIVER – REEDY ISLAND – HAZARD TO NAVIGATION

There has been an anchor and wire lost in the vicinity of Reedy Island Anchorage #3 in position 39°-30'.6N, 075°-32'.6W. Mariners are advised to use extreme caution while transiting this area. **Chart: 12311.**

MD-VA-DC-POTOMAC RIVER-MATTAWOMAN CREEK TO GEORGETOWN– SECURITY ZONES

Mariners are advised that due to heightened security alert conditions in and near Washington, DC, the Coast Guard has established temporary security zones upon the waters of the Potomac River. These security zones will remain in effect until **November 30, 2004**. The areas include: (A) for all persons or vessels engaged in commercial service, all waters of the Potomac River, surface to bottom, from the Woodrow Wilson Memorial Bridge upstream to the Long Railroad Bridge, including the waters of the Anacostia River downstream from the Highway 50 Bridge to the confluence with the Potomac River. Vessels engaged in commercial service must contact the Captain of the Port (COTP) Baltimore or his designated representative by telephone at (202) 767-1194, or U.S. Coast Guard Station Washington, D. C. on VHF-FM Channels 16 or 23A for authorization prior to entering or moving within this security zone, (B) for all other persons or vessels, all waters of the Georgetown Channel, Potomac River, surface to bottom, from the Long Railroad Bridge upstream to the Francis Scott Key Bridge. Vessels are allowed to enter, move within, or remain in this security zone, only with the authorization of the COTP Baltimore. **Chart: 12289.**

VA/MD – POTOMAC RIVER – WOODROW WILSON BRIDGE – BRIDGE INFO

Mariners are advised that construction of the new Woodrow Wilson Memorial Drawbridge across the Potomac River, mile 103.8, between the City of Alexandria, Virginia and Oxon Hill, Maryland is ongoing until 2010. Excessive speed and wake by boaters may cause serious or fatal incidents to the Bridge project. It is crucial that mariners obey the speed restrictions and eliminate wakes through the work zone due to the sensitive and precise nature of the work and for worker safety. A temporary floating/sliding bridge will be in place in the waterway during drawbridge construction until further notice. There will be intermittent day-time channel restrictions as a result of the floating bridge and mariners are urged to listen to the BNMs for updates of it's position in the waterway. Mariners are also urged to use extreme caution when transiting this area for work barges, exposed piles, and anchor buoys. For further information and updates to construction operations, contact Mr. Mike Baker, Environmental Construction Manager for the Woodrow Wilson Bridge Project at 301-567-0094 Ext 242 or visit the Project's website online at www.wilsonbridge.com. **Charts: 12285 & 12289.**

VA – ELIZABETH RIVER – WESTERN BRANCH – ROUTE 17/ CHURCHLAND BRIDGE – REDUCED OVERHEAD POWER CABLE CLEARANCE

Virginia Power has informed the Coast Guard that the overhead power cable; South of the Churchland Bridge, Western Branch, Elizabeth River has sagged to 39 feet. Mariners are to use extreme caution in this area. Virginia Power will be resagging the overhead power cable to its authorized clearance of 45 feet in the immediate future. **Chart: 12253.**

VA – COASTAL – U.S. NAVAL BASE DAM NECK, VIRGINIA BEACH – SMALL ARMS RANGE LIVE FIRE SCHEDULE

All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of **U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (36th) Edition** when operating south of the entrance to the Chesapeake Bay, off the Dam Neck Naval Firing Range. When firing is in progress during daylight hours, red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit. The U.S. Naval Base Dam Neck Live Fire Range will be active during the following periods:

Nov 15-19, 2004 from 6:00 a.m. to 1:00 p.m.
Dec 02-03, 2004 from 6:00 a.m. to 1:00 p.m.
Dec 06-10, 2004 from 6:00 a.m. to 1:00 p.m.
Dec 13-16, 2004 from 6:00 a.m. to 1:00 p.m.
Jan 10-14, 2005 from 6:00 a.m. to 1:00 p.m.
Jan 31- Feb 4, 2005 from 6:00 a.m. to 1:00 p.m.
Feb 07-11, 2005 from 6:00 a.m. to 1:00 p.m.
Mar 14-18, 2005 from 6:00 a.m. to 1:00 p.m.
Mar 21-25, 2005 from 6:00 a.m. to 1:00 p.m.

Night live fire operations will be commence at 5:30 a.m. and last approximately 90 minutes on the following dates: Oct 29, Nov 19, Dec 09, Dec 16, Jan 14, Feb 04, Feb 11, Mar 18 & Mar 25. **Charts: 12203, 12205.12207 & 12221.**

VA – COASTAL – STATE MILITARY RESERVATION, CAMP PENDLETON, VIRGINIA BEACH – SMALL ARMS LIVE FIRE SCHEDULE

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as "all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a point on shore at 36° 49' 09"N, 075° 58' 45"W". All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of **U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West** when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit. **Charts: 12203, 12205.12207 & 12221.**

The Camp Pendleton Live Fire Range will be active during the following periods:

Nov 06-08, 2004 - from 8:00 a.m. to 4:00 p.m.
Dec 04-05, 2004 - from 8:00 a.m. to 4:00 p.m.
Jan 08-09, 2005 - from 8:00 a.m. to 4:00 p.m.
Feb 05-06, 2005 - from 8:00 a.m. to 4:00 p.m.
Mar 12-13, 2005 - from 8:00 a.m. to 4:00 p.m.
May 21-22 2005 - from 8:00 a.m. to 4:00 p.m.

NC - NEW RIVER – FIRING EXERCISES

The Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, has advised that the area in the Atlantic Ocean between a point approximately 4.5 miles east of Bogue Inlet to a point approximately 10.0 miles southwest of New River Inlet, North Carolina, within the existing danger zone (depicted as 334.440) as shown on National Ocean Service **Chart 11543**, will be hazardous to navigation because of field firing exercises during the periods and times listed below. Firing will be to 3 miles seaward. Vessels are urged to avoid the above area during the periods stated except for the Atlantic Intracoastal Waterway, where mariners traveling through this area can expect a delay of about one hour during the above times. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz). The restricted areas in New River, as shown on National Ocean Service **Chart 11542**, will be closed to navigation because of firing exercises during the following periods:

Jacksonville Sector	Sunrise to Sunset daily, 01 – 30 November, 2004
Farnell Bay Sector	Sunrise to Sunset daily, 01 – 30 November, 2004
Traps Bay Sector	Sunrise to Sunset daily, 01 – 30 November, 2004
Stone Bay Sector	12:01 a.m. to Midnight, 01 – 30 November, 2004
Stone Creek Sector	12:01 a.m. to Midnight, 01 – 30 November, 2004
Grey Point Sector	12:01 a.m. to Midnight, 01 – 30 November, 2004

Ship operations consisting of landing craft, amphibious vehicles, and helicopters will be conducted in the Onslow Beach operating area and all sectors of New River from 12:01 a.m. to Midnight, 01 – 30 November, 2004. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

II. DISCREPANCIES : The following is a summary of corrected/uncorrected discrepancies in aids to navigation. Discrepancies will be corrected as soon as possible, and printed in the discrepancy list each week until corrected. All aids are listed in the Coast Guard Light List, Volume II 2004 (COMDTPUB P16502.2)

KEY TO DISCREPANCY ABBREVIATIONS

AC= Group Atlantic City	BA= Activities Baltimore	BNM= Broadcast Notice to Mariners
CH= Group Cape Hatteras	DBD= Dayboard	DBN= Daybeacon
DEST= Destroyed	ES= Group Eastern Shore	EXT= Extinguished
FM= Group Fort Macon	IMCH= Improper Characteristics	INOP= Inoperative
LNM= Local Notice to Mariners	LT= Light	OFF STA= Off Station
PH= Group Philadelphia	SHL= Shoaling	TRLB= Temporary Lighted Buoy
TRUB= Temporary Unlighted Buoy	TRLT= Temporary Light	

DISCREPANCIES (As of 0800 a.m. 02 November)

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
330	Great Machipongo Inlet Lighted Whistle Buoy GM	LT EXT	12210	0161ES	44/04
810	Oak Island Light	LT IMCH	11537	0491D5	44/04
850	Frying Pan Shoals Lighted Buoy 6FP	LT EXT	11520	0409FM	42/04
950	Barnegat Inlet Lighted Buoy 9	OFF STA	12324	0402AC	44/04
1090	Oyster Creek Channel Buoy 38	MISSING	12323	0399AC	43/04
1195	Absecon Inlet Breakwater Light 7	DBN DEST	12316	0388AC	42/03
2050	Harbor of Refuge North End Light	LT EXT	12304	0311AC	34/04
2115	Rehoboth Bay Channel Light 9	TRLB	12216	0035ES	06/04
2125	Rehoboth Bay Daybeacon 12	MISSING	12214	0023ES	06/04
2148	Rehoboth Bay Channel Daybeacon 19	TRUB	12216	0048ES	09/04
3840	Enterprise Upper Range Front Light	LT DIM	12314	0304PH	34/03
3845	Enterprise Upper Range Rear Light	LT DIM	12314	0305PH	34/03
4420.1	Indian River Inlet Daybeacon 17A	TRLB	12214	0018ES	05/04
4430	Indian River Junction Light IR	TRLB	12216	0013ES	07/04
4445	Pepper Creek Daybeacon 2	TRUB	12216	0043ES	09/04
4470	Pepper Creek Lighted Buoy WR10	TRLB	12216	0101ES	22/04
4840	Isle of Wight Bay Daybeacon 7	TRUB	12211	0100ES	21/04
4995	Sinepuxent Bay Daybeacon 1	TRUB	12211	0083ES	17/04
5015	Sinepuxent Bay Channel Daybeacon 6	TRUB	12211	NONEHR	11/04
5105	Sinepuxent Bay Channel Daybeacon 27	TRUB	12211	NONEHR	11/04
5300	Chincoteague Inlet Lighted Buoy 6	TRUB	12210	0139ES	36/04
5777	Virginia Inside Passage Daybeacon 59	TRUB	12210	0148ES	39/04
6155	Virginia Inside Passage Daybeacon 162	TRUB	12210	NONEHR	25/04
6575	Virginia Inside Passage Daybeacon 264	TRUB	12221	0206ES	51/03
6710	Quinby Inlet Buoy 4	OFF STA	12210	0162ES	44/04
6737	Quinby Channel Warning Daybeacon A	MISSING	12210	0167ES	44/04
6755	Quinby Creek Daybeacon 2	MISSING	12210	0160ES	43/04
6790	North Inlet Light 1	TRLB	12210	NONEHR	11/04
7305	Chesapeake Channel Lighted Buoy 44	RAC INOP	12221	0434HR	37/04
7440	Chesapeake Channel Lighted Bell Buoy 62	RAC INOP	12225	NONEHR	38/04
7590	Hooper Island Light	FS IMCH	12230	0822BA	43/04
7760	Thomas Point Shoal Light	LT EXT	12280	0839BA	44/04
7795	Kent Island Northern Range Obstruction Daybeacon	DBN DEST	12263	0790BA	40/04
7995	Craighill Channel Entrance Range Front Light	LT EXT	12282	0741BA	37/04
8000	Craighill Channel Entrance Range Rear Light	LT EXT	12273	0751BA	38/04
9565	Norfolk International Terminal Daybeacon 6	TRUB	12245	0344HR	30/04
9760	Western Branch Channel Daybeacon 6	TRUB	12206	0439HR	38/04
11700	James River Channel Light 24	TRLB	12248	0294HR	25/04
12530	James River Channel Light 120	TRLB	12251	0445HR	33/03
12635	James River Light 132	TRLB	12252	0472HR	41/04
13555	York River West Range Rear Light	LT IMCH	12238	0495HR	44/04
13955	Upper York River Daybeacon 21	TRUB	12243	0448HR	39/04
14190	East River Light 5	MISSING	12238	0482HR	43/04
16985	Bransons Cove Daybeacon 1B	TRLB	12285	0653BA	30/04
17020	Nomini Creek Channel Daybeacon 4	TRLB	12286	0836BA	44/04
17205	Dukeharts Channel Daybeacon 9	TRUB	12285	0551BA	24/04
17210	Dukeharts Channel Daybeacon 10	TRUB	12286	0552BA	24/04
17330	Wicomico River Daybeacon 13W	TRLB	12286	0312BA	09/04
17375	Horsehead Cliffs Warning Daybeacon	TRLB	12285	0659BA	31/04
17920	Potomac Creek Daybeacon 3	TRUB	12288	NONEBA	13/04
18280	Occoquan River Channel Daybeacon 7	TRLB	12285	0542BA	24/04
18810	St. Jerome Creek Light 4	TRLB	12285	0300BA	09/04
19675	Fishing Creek Light 3	DBN IMCH	12263	0739BA	37/04
21340	Northwest Harbor Channel Lighted Buoy 5	LT EXT	12281	0848BA	44/04
21450	Cape Charles City Light 1	TRLB	12221	0347HR	30/04
22990	Rhodes Point Gut Channel Daybeacon 1	TRUB	12225	0340BA	40/02
23145	Tyler Creek Channel Daybeacon 9	TRUB	12231	0002BA	02/04

23495	Lower Thorofare Channel Light 2	FS INOP	12230	0847BA	44/04
23795	Webster Cove Channel Buoy 1	OFF STA	12230	0654BA	30/04
24620	Tyler Cove Channel Daybeacon 1	TRUB	12264	0639BA	30/04
24625	Tyler Cove Channel Daybeacon 2	TRUB	12261	0640BA	30/04
24715	Hudson Creek Daybeacon 1	TRLB	12266	0842BA	44/04
25525	Irish Creek Daybeacon 6	TRUB	12263	0220BA	14/01
26345	Kent Island Narrows South Approach Light 1K	LT IMCH	12272	0823BA	43/04
28065	Oregon Inlet Lighted Buoy 19	OFF STA	12204	0194CH	44/04
28141	Oregon Inlet Channel Light 41	TRLB	12204	0180CH	40/04
28190	Oregon Inlet Channel Daybeacon 53	TRUB	12205	0177CH	40/04
28340	Walter Slough Light 9	TRLB	12204	0171CH	38/04
28495	Roanoke Sound Channel Daybeacon 24A	DBN DEST	12205	0189CH	43/04
29140	Barden Inlet Lighted Buoy 1	TRUB	11543	0367FM	41/04
29235	Barden Inlet Light 21	TRLB	11545	0323FM	33/04
29500	Bogue Inlet Buoy 2	OFF STA	11541	0415FM	43/04
29559	Bogue Inlet Buoy 14	OFF STA	11541	0309FM	33/04
29565	Bogue Inlet Channel Lighted Buoy 13	LT EXT	11541	0421FM	44/04
29640	Swansboro Coast Guard Channel Buoy 8	MISSING	11541	0417FM	44/04
29845	Stones Bay Warning Daybeacon	DBN IMCH	11541	0379FM	40/04
29900	Wallace Creek Light 2	LT EXT	11542	0397FM	41/04
29975	New Topsail Inlet Buoy 1	OFF STA	11541	0341FM	36/04
29987	New Topsail Inlet Buoy 2A	MISSING	11543	NONEFM	44/04
30310	Cape Fear River Entrance Range Front Light	LT DIM	11534	0413FM	43/04
30312	Cape Fear River Entrance Range Rear Light	LT DIM	11537	0412FM	43/04
30665	Cape Fear Channel Lighted Buoy 30	TRLB	11534	NONEFM	04/04
31650	Albemarle Sound Light 8AS	LT EXT	12205	0195CH	44/04
31665	Kendrick Creek Channel Daybeacon 2	TRUB	12205	0143CH	30/04
32470	Lower Middle Ground Light LM	TRLB	11548	0236FM	27/04
32720	Fodrey Creek Light 1	TRLB		0098FM	04/04
33245	Gaylord Bay Ferry Terminal Channel Light 1	TRLB	11554	0220FM	24/04
33505	Raccoon Island North Daybeacon	MISSING	11541	NONEFM	50/03
34320	Harbor Island Warning Daybeacon	DBN DMGD	11550	0102FM	10/03
34545	Core Sound Light 28	TRLB	11544	0401FM	39/03
34710	Brooks Creek Daybeacon 1	DBN IMCH	12266	0310FM	34/04
34770	North River Warning Light	DBN DMGD	11545	0527FM	49/03
34932	Manasquan Inlet Light 3	LT EXT	12300	0310AC	34/04
35580	New Jersey Intracoastal Waterway Daybeacon 143	OFF STA	12316	0368AC	40/04
35720	New Jersey Intracoastal Waterway Light 177	LT EXT	12316	0403AC	44/04
35875	New Jersey Intracoastal Waterway Daybeacon 223	MISSING	12316	0416AC	45/03
36015	New Jersey Intracoastal Waterway Daybeacon 265	TRUB	12316	NONE	29/04
36135	New Jersey Intracoastal Waterway Daybeacon 301	TRLB	12316	0398AC	43/04
36485	New Jersey Intracoastal Waterway Daybeacon 404	DBN IMCH	12316	0400AC	44/04
36535	New Jersey Intracoastal Waterway Buoy 424	OFF STA	12316	0228AC	26/04
36745	Cape May Harbor Light 8	DBN DMGD	12316	0398AC	42/04
37075	Elizabeth River- Southern Branch Daybeacon 31	TRUB	12253	0459HR	40/04
37175	Great Bridge Albemarle Sound Daybeacon 5	TRUB	12206	0451HR	39/04
37920	Alligator River Daybeacon 35	DBN DEST	11553	0190CH	44/04
38220	Goose Creek Light 22	DBN DMGD	11553	0378FM	39/04
38385	Core Creek Light 19	TRLB	11541	0403FM	41/04
38400	Core Creek Range Front Light	TRLB	11545	0116FM	12/03
38407	Core Creek Light 24	TRLB	11541	NONE	33/04
39325	New River/Cape Fear River Daybeacon 6	DBN IMCH	11542	0416FM	43/04
39770	Carolina Beach Harbor Channel Daybeacon 5	DBN IMCH	11534	0422FM	44/04
39910	Cape Fear Channel Lighted Buoy 30	TRLB	11537	NONEFM	04/04
40145	Lockwoods Folly River Daybeacon 4	DBN DMGD	11534	0398FM	41/04
40305	Cape Fear Little River Daybeacon 71	DBN IMCH	11534	0319FM	36/04

DISCREPANCIES CORRECTED (Since LNM 43/04)

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
3315	Tinicum Island Range Lighted Buoy 5T	WATCHING PROPERLY	12312	0383PA	44/04
4867	Isle of Wight Bay Buoy 12A	WATCHING PROPERLY	12211	0159ES	43/04
5305	Chincoteague Inlet Lighted Buoy 8	RELIGHTED	12210	0170ES	44/04
6825	Great Machipongo Inlet Buoy 6	WATCHING PROPERLY	12225	0165ES	44/04
8265	Fort McHenry Channel Lighted Buoy 9	RELIGHTED	12281	0825BA	44/04
8940	Elk River Channel South Range Rear Light	RELIGHTED	12273	0844-BA	44/04
9370	Norfolk Entrance Reach Range Front Light	RELIGHTED	12256	0488HR	43/04
9875	Scott Creek Channel Daybeacon 3	WATCHING PROPERLY	12206	0489HR	43/04
10450	Linkhorn Bay Light 23	RELIGHTED	12222	0480HR	41/04
11075	Nansemond River Channel Light 12	WATCHING PROPERLY	12248	049HR	44/04
12485	James River Channel Light 108	RELIGHTED	12251	0496HR	44/04
15230	Rappahannock River Lighted Bell Buoy 6	WATCHING PROPERLY	12235	0498HR	44/04
16125	Dividing Creek Entrance Light 4	RELIGHTED	12235	0491HR	44/04
19650	South River Light 16	WATCHING PROPERLY	12263	0843BA	44/04

21360	Northwest Harbor Junction Lighted Buoy NH	RELIGHTED	12281	0821BA	43/04
21920	Pungoteague Creek Daybeacon 16	WATCHING PROPERLY	12225	0826BA	44/04
23480	Kedges Straits Lighted Buoy 5	RELIGHTED	12261	0833BA	44/04
24580	Tar Bay Channel Light 1	REBUILT/RECOVERED	12230	0400BA	14/04
24585	Tar Bay Channel Light 2	REBUILT/RECOVERED	12264	0745BA	38/04
27325	Bush River Light 5	REBUILT/RECOVERED	12273	0318BA	10/04
31330	Kitty Hawk Bay Light 2KH	RELIGHTED	12205	0187CH	43/04
32360	Bluff Shoal Light BL	RELIGHTED	11548	0188CH	43/04
32425	Bluff Point Shoal Light	RELIGHTED	11548	0182CH	41/04

PRIVATE AIDS DISCREPANCIES - (As of 0800 a.m. 02 November)

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
575	NAVAIR COMBAT MANEUVRNG RANGE TWR LT	LT EXT	12200	0175D5	17/04
1145	Marshelder Channel Buoy 2	MISSING	12316	0449AC	50/03
2119.19	Herring Creek Daybeacon 19	DBN DEST	12216	0140ES	34/03
2775	Bulkhead Shoal Channel Lighted Buoy 2	MISSING	12331	0265PH	32/04
4880	Thorofare Channel Buoy 4	MISSING	12211	0117ES	29/03
4905	Thorofare Channel Buoy 12	OFF STA	12211	0110ES	47/00
4915	Thorofare Channel Buoy 15	MISSING	12221	0031ES	20/02
4920	Thorofare Channel Buoy 16	MISSING	12211	0032ES	20/02
5457	Greenbackville SAV Sanctuary Daybeacon A	MISSING	12211	0040ES	07/04
5457.1	Greenbackville SAV Sanctuary Daybeacon B	MISSING	12211	0040ES	07/04
9730	Elizabeth River Deperming Range Obstruction Light	DBN DMGD	12253	0566HR	40/03
10186.5	Lynnhaven River Daybeacon 3LR	TRUB	12222	0147HR	18/02
10230	Lynnhaven River-Western Branch Daybeacon 11	DBN DMGD	12254	0422HR	36/04
10335	Long Creek Channel Daybeacon 2 LE	DBN DEST	12222	0033HR	04/03
12616	Weanack Channel Entrance Lighted Buoy 2WC	LT EXT	12252	0332HR	29/04
13070	Harris River Approach Daybeacon 8	DBN DMGD	12238	0226HR	19/04
13575	Virginia Power Underwater Obstruction Light A	LT EXT	12238	0266HR	23/04
13585	Viginia Power Intake Jetty Light A	LT EXT	12238	0501HR	44/04
15980	Delco Moraine Lighted Obstruction Buoy	MISSING		0523HR	45/01
16845	Mill Creek Daybeacon 2	DBN DMGD	12233	0142BA	05/01
17845	Nanjemoey Creek Daybeacon 5	DBN DEST	12288	0205BA	07/04
18012.5	Aquia Creek Daybeacon 18	MISSING	12285	0197BA	26/02
18430	Little Hunting Creek Lighted Buoy 4	OFF STA	12289	0366BA	18/03
18850	Buzz's Marina Channel Daybeacon 6	DBN DEST	12233	0296BA	12/03
18860	N.A.S. Paxtuxent River Basin Entrance Light 2	DBN DMGD	12233	0337BA	24/01
18865	N.A.S. Patuxent River Basin Entrance Light 1	DBN DMGD	12233	0338BA	24/01
20210	Forked River Daybeacon 2	DBN DMGD	12282	0594BA	39/03
20235	Blackhole Creek Light 2	DBN DMGD	12282	0594BA	39/03
20360	Patapsco River 1/2 Measured Mile Marker Buoy A	OFF STA	12281	0572BA	25/04
20430	Pennwood Channel Range Front Light	LT EXT	12278	0581BA	26/04
20435	Pennwood Channel Range Rear Light	LT IMCH	12278	0422BA	16/04
20545	Sparrow Pt. Steel Work Ch. Range Front Light	LT EXT	12278	0302BA	36/02
20705	Sollers Point Daybeacon 1	LT EXT	12281	0732BA	52/03
20760	HAW Generating Plant Channel Buoy 7	BUOYSINK	12278	0594BA	39/03
20805	Hawkins Point Pier Buoy 2	OFF STA	12278	0103BA	18/02
21425	Kiptopeke Beach Breakwater North Light B	LT EXT	12221	0676D5	49/01
22415	POCOMKE SND ST BNDRY LINE DBN E	BUOYSINK/BUOYDMGD	12228	0220BA	07/04
22420	POCOMKE SND ST BNDRY LINE DBN F	MISSING	12228	0292BA	09/04
22435	POCOMKE SND ST BNDRY LINE DBN J	MISSING	12228	0293BA	09/04
23575	Dorchester/Somerset County Line Marker AA	DBN DEST	12231	0322BA	10/04
23665	Dorchester/Somerset County Line Marker CC	DBN DEST	12231	0324BA	10/04
24937	UMCES Lighted Buoy CR (Choptank River)	OFF STA/LT EXT	12263	0234BA	07/04
25020	Cambridge Channel Range Front Light	LT EXT	12268	0382BA	46/02
25025	Cambridge Channel Range Rear Light	LT EXT	12268	0383BA	46/02
25316.13	Upper Choptank River Buoy 19	LT EXT	12268	0801BA	41/04
26270	Cox Creek Daybeacon 4	DBN DEST	12263	0312BA	09/04
26343.3	Greenwood Creek Buoy 4	OFF STA	12270	0411BA	24/03
27275	Upper Gunpowder River Daybeacon 11	DBN IMCH	12273	0704BA	34/04
27900	Upper Elk River Buoy 2	MISSING	12274	0013BA	03/04
27905	Upper Elk River Buoy 4	MISSING	12274	0014BA	03/04
28697	South Ferry Terminal Buoy FD2	BUOYDMGD	11550	0068CH	16/04
30562.3	Sunny Point Terminal Warning Light L	TRLB	11537	0016FM	02/03
33200	Jacobs Creek Canal Daybeacon 1	DBN DMGD	11554	0339FM	34/02
33205	Jacobs Creek Canal Daybeacon 2	DBN DMGD	11554	0340FM	34/02
33427	Swan Point Warning Daybeacon A	MISSING	11548	0088FM	09/03
38570	TRIPLE S. MARINA DAYBEACON 8	DBN DEST	11547	0505FM	51/01
39125	COW CRK CH DBN 1	DBN IMCH	11541	0310FM	33/04

PRIVATE AIDS DISCREPANCIES - CORRECTED (Since LNM 44/04)

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
None.					

III. TEMPORARY CHANGES/CORRECTIONS: This section contains a summary of current temporary changes and corrections to Aids to Navigation. Aids may be temporarily relocated or established for dredging; testing, evaluation or marking an obstruction or wreck. A permanent correction shall be listed in **Section IV.** giving the new position.

TEMPORARY CHANGES

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
975	Barnegat Inlet Buoy 16	RELOCATED DUE TO SHOALING	12323	0155AC	17/04
980	Barnegat Inlet Buoy 17	RELOCATED DUE TO SHOALING	12324	0193D5	17/04
985	Barnegat Inlet Buoy 18	RELOCATED DUE TO SHOALING	12323	0193D5	17/04
995	Barnegat Inlet Buoy 20	RELOCATED DUE TO SHOALING	12324	0154AC	17/04
1080	Oyster Creek Channel Buoy 37	RELOCATED DUE TO SHOALING	12323	0185D5	17/04
1085	Oyster Creek Channel Buoy 37A	RELOCATED DUE TO SHOALING	12324	0185D5	17/04
1115	Little Egg Inlet Buoy 4	RELOCATED DUE TO SHOALING	12316	0185AC	20/04
8330	Swan Point Channel North Range Rear Light	DISCONTINUED	12280	0240D5	22/04
9660	Craney Island Anchorage Daybeacon A	DISCONTINUED FOR DREDGING	12207	NONED5	14/04
12885.5	Salt Ponds Daybeacon 10	DISCONTINUED FOR DREDGING	12280	0369HR	32/04
12890	Salt Ponds Daybeacon 11	DISCONTINUED FOR DREDGING	12221	0370HR	32/04
12895	Salt Ponds Daybeacon 12	DISCONTINUED FOR DREDGING	12280	0371HR	32/04
21460	Cape Charles City Range B Front Light 8	DISCONTINUED	12224	0174D5	20/04

TEMPORARY CHANGES CORRECTED

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
None.					

IV. CHART CORRECTIONS

This section contains corrections to federal and private maintained Aids to Navigation, as well as NOS corrections. This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. **The mariner must decide which Chart(s) to correct. The following example explains the individual elements of a typical chart correction.**

Number	Edition	Date	Last LNM Ref	Datum Reference	Correction source	Notice to Mariners
↓	↓	↓	↓	↓	↓	↓
12327	91 st Ed.	04/01/2000	LAST LNM 26/00	NAD 83	CGD05/NOS	50/02
	NY -NJ-NEW YORK HARBOR - RARITAN RIVER (TEMP)					
	ADD					
		National Dock Channel Buoy 3, green can			40°41'09.000N	074°02'48.100W
	↑	↑			↑	
	Corrective	Object of corrective			Position	
	Action	Action			(Degrees, minutes, seconds and tenths)	

The letter (M) immediately following the chart number indicates that the correction should be applied to the Metric side of the chart only. (TEMP) Indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees true, clockwise from 000°. Bearings of light sectors are toward the light from seaward. The nominal range of lights is in nautical miles (NM).

11520	41st ed.	06/24/2003	LAST LNM: 42/04	NAD 83	CGD05	44/04
	CAPE HATTERAS TO CHARLESTON					
	RELOCATE					
		Camp Lejeune Danger Zone Lighted Buoy F			34-21-55.185N	077-17-27.630W
				to	34-21-54.872N	077-17-28.630W
11534	33rd ed.	03/01/2004	LAST LNM: 43/04	NAD 83	CGD05	44/04
	NC-SC-ICW-MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK					
	RELOCATE					
		Calabash Creek Light 10			33-53-06.820N	078-33-58.260W
				to	33-53-06.745N	078-33-57.965W
		Cape Fear Little River Light 7			33-55-09.554N	078-03-16.630W
				to	33-55-09.943N	078-03-16.973W
		Cape Fear Little River Light 11			33-55-18.954N	078-04-34.502W
				to	33-55-19.457N	078-04-34.535W
		Cape Fear Little River Light 18			33-55-44.283N	078-10-16.562W
				to	33-55-44.651N	078-10-15.967W
		Cape Fear Little River Light 24			33-55-36.289N	078-11-21.993W
				to	33-55-36.649N	078-11-21.607W
		Cape Fear Little River Daybeacon 39			33-55-26.716N	078-13-05.163W
				to	33-55-27.017N	078-13-04.961W
		Cape Fear Little River Light 48A			33-55-13.145N	078-14-33.509W
				to	33-55-13.187N	078-14-33.307W
11537	35th ed.	02/01/2004	LAST LNM: 42/04	NAD 83	CGD05	44/04
	NC- CAPE FEAR RIVER:- CAPE FEAR RIVER TO WILMINGTON					
	RELOCATE					
		Cape Fear Little River Light 7			33-55-09.554N	078-03-16.630W

	Cape Fear Little River Light 11	to from to	33-55-09.943N 33-55-18.954N 33-55-19.457N	078-03-16.973W 078-04-34.502W 078-04-34.535W
11539	18th ed. 07/14/2001 LAST LNM: 42/04 NEW RIVER INLET TO CAPE FEAR RELOCATE Camp Lejeune Danger Zone Lighted Buoy F	NAD 83 from to	CGD05 34-21-55.185N 34-21-54.872N	44/04 077-17-27.630W 077-17-28.630W
11543	22nd ed. 07/07/2001 LAST LNM: 41/04 NC- CAPE LOOKOUT TO NEW RIVER RELOCATE Camp Lejeune Danger Zone Lighted Buoy F	NAD 83 from to	CGD05 34-21-55.185N 34-21-54.872N	44/04 077-17-27.630W 077-17-28.630W
11555	39th ed. 02/01/2004 LAST LNM: 41/04 NC- CAPE HATTERAS: WIMBLE SHOALS TO OCRACOE INLET RELOCATE Hatteras Inlet Buoy 12	NAD 83 from to	CGD05 35-12-10.835N 35-12-12.268N	44/04 075-43-54.330W 075-43-52.596W
12205	29 th ed. 11/01/2004 LAST LNM: 42/04 VA-NC-CAPE HENRY TO PAMLICO SOUND INCLUDING ALBEMARLE SOUND NEW EDITION New edition due to numerous Notice to Mariners changes and new hydrography. This NOAA chart is now available in both the Print-on Demand and digital raster formats. See http://chartmaker.ncd.noaa.gov/mcd/dole.htm for details. The corresponding traditional paper chart will be available in two to eight weeks.	NAD 83	NOS	44/04
12210	36th ed. 11/01/2002 LAST LNM: 42/04 VA-CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET ADD Quinby Channel Buoy 2, red nun Quinby Channel Buoy 2A, red nun, CHANGE Quinby Channel Daybeacn 2 to Warning Daybeacon A, white/orange CHANGE/RELOCATE Quinby Channel Light 4 to Lighted Buoy 4, relocate CHANGE Depth legend to: 5 FT AUG 2004	NAD 83 in in in from to at	CGD05 37-28-09.336N 37-28-19.950N 37-28-23.628N 37-29-08.370N 37-29-10.236N NOS NW –8386 37-27-33.080N	44/04 075-40-36.024W 075-40-42.672W 075-40-35.478W 075-40-35.880W 075-40-39.390W 075-46-01.630W
12221	75th ed. 09/01/2003 LAST LNM: 41/04 VA- CHESAPEAKE BAY ENTRANCE RELOCATE York River East Range Front Light York River East Range Rear Light	NAD 83 from to from to	CGD05 37-15-02.200N 37-15-01.951N 37-15-04.901N 37-15-04.850N	44/04 076-20-49.700W 076-20-49.886W 076-20-32.999W 076-20-32.978W
12230	61st ed. 11/01/2003 LAST LNM: 43/04 VA-MD-CHESAPEAKE BAY: SMITH POINT TO COVE POINT CHANGE/RELOCATE Tar Bay Channel Light 1 to FI G 2.5s, 4M, relocate RELOCATE Goose Creek Light 1 Honga River Light 5 Tar Bay Channel Light 2 Tar Bay Channel Light 3 Tar Bay Channel Light 4 Tar Bay Channel Light 5 ADD Tar Bay Warning Daybeacon A, white	NAD 83 from to from to from to from to from to in	CGD05 38-21-07.065N 38-20-58.196N 38-16-21.938N 38-16-22.238N 38-17-29.521N 38-17-27.759N 38-21-04.827N 38-20-53.272N 38-21-04.346N 38-20-50.466N 38-20-53.152N 38-20-45.623N 38-20-48.756N 38-20-42.886N 38-20-48.756N	44/04 076-16-20.004W 076-16-18.028W 076-01-40.314W 076-01-40.404W 076-09-18.153W 076-09-19.604W 076-15-55.776W 076-15-51.244W 076-15-39.968W 076-15-26.567W 076-15-25.782W 076-15-01.503W 076-14-50.886W 076-14-36.976W 076-14-50.886W

DELETE					
	Sharkfin Shoal Channel Range Front Light	in	38-12-58.464N	076-01-27.966W	
	Sharkfin Shoal Channel Range Rear Light	in	38-13-02.050N	076-01-56.250W	
12231	27th ed. 09/01/2004 LAST LNM: 43/04	NAD 83	CGD05	44/04	
MD- CHESAPEAKE BAY: TANGIER SOUND- NORTHERN PART					
DELETE					
	Sharkfin Shoal Channel Range Front Light	in	38-12-58.464N	076-01-27.966W	
	Sharkfin Shoal Channel Range Rear Light	in	38-13-02.050N	076-01-56.250W	
12238	38th ed. 11/01/2003 LAST LNM: 40/04	NAD 83	CGD05	44/04	
VA- CHESAPEAKE BAY: MOBJACK BAY AND YORK RIVER ENTRANCE					
RELOCATE					
	York River East Range Front Light	from	37-15-02.200N	076-20-49.700W	
		to	37-15-01.951N	076-20-49.886W	
	York River East Range Rear Light	from	37-15-04.901N	076-20-32.999W	
		to	37-15-04.850N	076-20-32.978W	
CHANGE/RELOCATE					
	York River West Range Front Light to				
	FI 2.5s height 17FT (Day), 14FT (Night),				
	relocate	from	37-13-34.709N	076-29-16.172W	
		to	37-13-35.290N	076-29-12.824W	
	York River West Range Rear Light to				
	Iso 6s Height 54FT (Day), 57FT (Night),				
	relocate	from	37-13-31.547N	076-29-34.438W	
		to	37-13-32.729N	076-29-27.655W	
ADD					
	York River West Range Rear Passing Lights				
	FI 4s, 12FT, 5M	in	37-13-32.729N	076-29-27.655W	
12241	21st ed. 01/05/2002 LAST LNM: 40/04	NAD 83	CGD05	44/04	
VA- YORK RIVER: YORKTOWN AND VICINITY					
RELOCATE					
	York River East Range Front Light	from	37-15-02.200N	076-20-49.700W	
		to	37-15-01.951N	076-20-49.886W	
	York River East Range Rear Light	from	37-15-04.901N	076-20-32.999W	
		to	37-15-04.850N	076-20-32.978W	
CHANGE/RELOCATE					
	York River West Range Front Light to				
	FI 2.5s height 17FT (Day), 14FT (Night),				
	relocate	from	37-13-34.709N	076-29-16.172W	
		to	37-13-35.290N	076-29-12.824W	
	York River West Range Rear Light to				
	Iso 6s Height 54FT (Day), 57FT (Night),				
	relocate	from	37-13-31.547N	076-29-34.438W	
		to	37-13-32.729N	076-29-27.655W	
ADD					
	York River West Range Rear Passing Lights				
	FI 4s, 12FT, 5M	in	37-13-32.729N	076-29-27.655W	
12261	28th ed. 07/01/2002 LAST LNM: 43/04	NAD 83	CGD05	44/04	
MD- CHESAPEAKE BAY: HONGA, NANTICOKE, WICOMICO RIVERS AND FISHING BAY					
CHANGE/RELOCATE					
	Tar Bay Channel Light 1 to FI G 2.5s, 4M,				
	relocate	from	38-21-07.065N	076-16-20.004W	
		to	38-20-58.196N	076-16-18.028W	
RELOCATE					
	Goose Creek Light 1	from	38-16-21.938N	076-01-40.314W	
		to	38-16-22.238N	076-01-40.404W	
	Honga River Light 5	from	38-17-29.521N	076-09-18.153W	
		to	38-17-27.759N	076-09-19.604W	
	Tar Bay Channel Light 2	from	38-21-04.827N	076-15-55.776W	
		to	38-20-53.272N	076-15-51.244W	
	Tar Bay Channel Light 3	from	38-21-04.346N	076-15-39.968W	
		to	38-20-50.466N	076-15-26.567W	
	Tar Bay Channel Light 4	from	38-20-53.152N	076-15-25.782W	
		to	38-20-45.623N	076-15-01.503W	
	Tar Bay Channel Light 5	from	38-20-48.756N	076-14-50.886W	
		to	38-20-42.886N	076-14-36.976W	
ADD					
	Tar Bay Warning Daybeacon A, white/orange	in	38-20-48.756N	076-14-50.886W	
DELETE					
	Sharkfin Shoal Channel Range Front Light	in	38-12-58.464N	076-01-27.966W	
	Sharkfin Shoal Channel Range Rear Light	in	38-13-02.050N	076-01-56.250W	

12264	28th ed.	08/01/2002	LAST LNM: 42/04	NAD 83	CGD05	44/04
MD- CHESAPEAKE BAY: PATUXENT RIVER AND VICINITY						
CHANGE/RELOCATE						
			Tar Bay Channel Light 1 to FI G 2.5s, 4M,			
			relocate	from	38-21-07.065N	076-16-20.004W
				to	38-20-58.196N	076-16-18.028W
RELOCATE						
			Tar Bay Channel Light 2	from	38-21-04.827N	076-15-55.776W
				to	38-20-53.272N	076-15-51.244W
			Tar Bay Channel Light 3	from	38-21-04.346N	076-15-39.968W
				to	38-20-50.466N	076-15-26.567W
			Tar Bay Channel Light 4	from	38-20-53.152N	076-15-25.782W
				to	38-20-45.623N	076-15-01.503W
			Tar Bay Channel Light 5	from	38-20-48.756N	076-14-50.886W
				to	38-20-42.886N	076-14-36.976W
ADD						
			Tar Bay Warning Daybeacon A, white/orange	in	38-20-48.756N	076-14-50.886W
12280	5th ed.	10/01/2004	LAST LNM: 42/04	NAD 83	CGD05	44/04
MD - VA - CHESAPEAKE BAY						
CHANGE						
			Tar Bay Channel Light 1 to FI G 2.5s, 4M,			
			relocate	from	38-21-07.065N	076-16-20.004W
				to	38-20-58.196N	076-16-18.028W

A weekly electronic update service is now available for NOAA's digital, raster nautical charts. All Notice to Mariner corrections from USCG, NGA and CHS are included. The service is provided via a partnership between NOAA and Maptech, Inc. Further information is available from NOAA at (301)-713-2770, <http://chartmaker.ncd.noaa.gov> or from Maptech at (978)-933-3000, <http://www.maptech.com>.

V. ADVANCE NOTICES: This section contains advance notice of approved projects, changes to aids to navigation, bridge regulations or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas. Comments on this change should be forwarded to the **Commander Fifth Coast Guard District (oan), 431 Crawford Street, Portsmouth, VA 23703-5004**

NJ – ABSECON INLET – AIDS TO NAVIGATION CHANGE

On or about 30 November, 2004 Absecon Inlet Lighted Buoy 2 (LLNR 1175) will be relocated to position 39-20-57.844N, 074-23-45.562W to better mark the inlet approach. **Chart: 12318.**

NJ – ABSECON INLET – AIDS TO NAVIGATION CHANGE

On or about 01 December, 2004 Absecon Inlet Breakwater Light 7 (LLNR 1195) will be discontinued. **Chart: 12318.**

VA – POTOMAC RIVER – BONUM CREEK – AIDS TO NAVIGATION CHANGE

On or about 30 December, 2004 the aids to navigation in Bonum Creek will be changed as follows:

Establish Bonum Creek Channel Light 2B (LLNR 16890) in position 38-05-54.170N, 076-34-47.434W

Establish Bonum Creek North Jetty Warning Daybeacon A (LLNR 16882) worded DANGER ROCKS on jetty in position of old Bonum Creek Light 2

Relocate Bonum Creek Channel Daybeacon 3 (LLNR 16885) to position 38-05-49.565N, 076-34-49.726W

Relocate Bonum Creek Channel Daybeacon 4 (LLNR 16890) to position 38-05-43.128N, 076-34-55.628W

Relocate Bonum Creek Channel Daybeacon 5 (LLNR 16895) to position 38-05-42.772N, 076-34-54.784W

Establish Bonum Creek Daybeacon 7 (LLNR 16897) in position 38-05-32.635N, 076-34-58.181W

Bonum Creek Daybeacon 6 (LLNR 16905) will be renamed Bonum Creek Daybeacon 8 (LLNR 16905) and relocated to position 38-05-31.712N, 076-34-59.523W

Bonum Creek Daybeacon 8 (LLNR 16910) will be renamed Bonum Creek Daybeacon 10 (LLNR 16910) and relocated to position 38-05-29.433N, 076-34-54.421W

Charts: 12233, 12285 & 12286.

VA – ELIZABETH RIVER – CRANEY ISLAND CREEK – AIDS TO NAVIGATION CHANGE

On or about 3 November, 2005 Crane Island Creek Daybeacon 9 (LLNR 9680) will be discontinued for dredging. **Chart 12253.**

VA – JAMES RIVER – AIDS TO NAVIGATION CHANGE

On or about 22 November, 2004 the characteristic for James River Channel Lighted Buoy 128 (LLNR 12630) will be changed to a Quick Flash Red (Q R) characteristic. **Charts: 12248, 12251 and 12252.**

VA – VIRGINIA INSIDE PASSAGE – AIDS TO NAVIGATION CHANGE

Ramshorn Channel Light 2 (LLNR 6960) will be discontinued and Virginia Inside Passage Daybeacon 215 (LLNR 6355) will be changed to Virginia Inside Passage Light 215 (LLNR 6355) showing a FI G 4s. Lighting equipment will be removed when endangered by ice. **Charts: 12221 & 12224.**

BRIDGE ADVANCE NOTICE

None.

VI. PROPOSED CHANGES: Periodically the Coast Guard evaluates the system of Aids To Navigation and bridge regulations to determine whether the conditions for which the aids were established have changed. All comments should include the following information: 1) Quantity, type, capacity and value of vessels involved, and the extent that these vessels traverse the area under consideration seasonally, by day, and by night. 2) where practicable, the type of navigation devices, such as compasses, radio direction finders, radar, LORAN, DGPS, and search lights, with which such vessels

are equipped. 3) The number of passengers and type, quantity, and value of cargo involved. 4) A chart section or sketch showing the action proposed when necessary to clearly describe the recommended improvement. Written comments on this proposal should be forwarded to: **COMMANDER, FIFTH COAST GUARD DISTRICT (oan) 431 Crawford Street, Portsmouth, VA 23704-5004**, unless otherwise noted.

MD – CHOPTANK RIVER AND HERING BAY – IRISH CREEK – AIDS TO NAVIGATION CHANGE

Due to shoaling in Irish Creek, the Coast Guard is proposing discontinuing Irish Creek Buoy 1 (LLNR 25505), Irish Creek Buoy 2 (LLNR 25510), Irish Creek Daybeacon 3 (LLNR 25515), Irish Creek Daybeacon 4 (LLNR 25520) and Irish Creek Daybeacon 6 (LLNR 25525).

Comments concerning this proposal may be sent to the above address, attention Mr. Al Grimes, not later than **01 December, 2004**. Chart: 12266.

MD – LITTLE ANNEMESSEX RIVER - AIDS TO NAVIGATION CHANGED

The Coast Guard is soliciting for comments on discontinuing Hop Point Daybeacon 1 (LLNR 22910). Comments concerning this proposal may be sent to the above address, attention Mr. Al Grimes, not later than **22 November, 2004**. Chart: 12231.

VA – LOWER CHESAPEAKE BAY – EASTERN SHORE – CAPE CHARLES – CHERRYSTONE CHANNEL – AIDS TO NAVIGATION CHANGE

The Coast Guard is soliciting for comments on the following changes to aids to navigation for the Cherrystone Channel:

Rename Cherrystone Channel Light 2 (LLNR 21430) to Cherrystone Channel Light 2C (LLNR 21430)

Rename Kings Creek Light 1 (LLNR 21520) to Cherrystone Channel Light 3C (LLNR 21520)

Rename Kings Creek Junction Light KC (LLNR 215250) to Cherrystone Channel light 4C (LLNR 21525) showing a Flashing Red 6 second (FI R 4s) characteristic.

Comments concerning this proposal may be sent to the above address, attention Mr. Al Grimes, not later than **27 November, 2004**. Chart: 12224.

BRIDGE PROPOSALS: . Written comments on these issues should be forwarded to: **Commander Fifth Coast Guard District (obr), 431 Crawford Street, Portsmouth, VA 23703-5004**

NJ – DELAWARE RIVER – MANTUA CREEK – BRIDGE REGULATIONS

The Coast Guard is proposing to temporarily change the regulations governing the operation of the S.R. 44 Bridge across Mantua Creek, mile 1.7, in Paulsboro, NJ. The New Jersey Department of Transportation, who owns and operates this vertical lift bridge, has requested changes to the operating procedures for the drawbridge to facilitate a necessary rehabilitation project. The proposal would allow the bridge to be closed to navigation from 8 a.m. on September 12, 2005, through 6 p.m. on December 9, 2005. Comments on this proposal should be forwarded to the above address attention **(obr)** no later than **November 26, 2004**. Copies of Public Notice 5-1027, which describe the proposal in detail, can be obtained by writing to the above address or by calling (757) 398-6227. Chart 12312.

NJ – MANASQUAN INLET – MANASQUAN RIVER – TEMPORARY DEVIATION FOR ROUTE 70 BRIDGE

The U.S. Coast Guard has issued an extension of a temporary deviation to test an alternate drawbridge regulation for the Route 70 Bridge, mile 3.4, across Manasquan River, at Riviera Beach, New Jersey. Under this temporary 90-day deviation, effective **August 2, 2004, through October 31, 2004**, the Route 70 Bridge will open on signal on the hour, except that from 5 p.m. to 7 p.m., Monday through Friday and from 11 p.m. to 7 a.m. the draw need not be opened. The purpose of this temporary deviation is to test an alternate drawbridge operation schedule for 90 days and solicit comments from the public. Comments on this test deviation should be forwarded to the above address attention **(obr)** no later than **November 5, 2004**. Copies of **PUBLIC NOTICE 5-1022** which describes the test deviation in detail can be obtained by writing to the above address or by calling (757) 398-6222. Chart 12324.

DE – DELAWARE RIVER – CHRISTINA RIVER – BRIDGE REGULATIONS

The Coast Guard is proposing to change the regulations governing the operation of the Norfolk Southern Railroad Bridge across Christina River, mile 1.4, in Wilmington, DE. The Norfolk Southern Corporation, who owns and operates this swing-type bridge, has requested changes to the operating procedures for the drawbridge. The proposal would eliminate the need for a bridge tender by allowing the bridge to be operated from a remote location. It is also proposed that the bridge will remain open for mariners and only be closed for passing trains. Comments on this proposal should be forwarded to the above address attention **(obr)** no later than **December 13, 2004**. Copies of Public Notice 5-1028, which describe the proposal in detail, can be obtained by writing to the above address or by calling (757) 398-6227. Chart 12311.

VII. GENERAL: This section contains information of general concern to the mariner. Mariners are advised to use caution while transiting these areas. The following is a list of dredging/construction operations being conducted in the Fifth Coast Guard District. Mariners should be aware that the dredge and pontoon lines are held in place by cables, which are attached to anchors some distance from the dredge and pontoons. Buoys are attached to the anchors so that they may be moved as the dredge advances. Mariners are advised that dredges, tugs, barges, submerged and or floating navigation may be temporarily relocated to facilitate dredging. The dredge and related equipment will be lighted and marked in accordance with International or Inland Navigation Rules and the dredge will monitor Channels 13 and 16 VHF-FM unless otherwise noted. Mariners are cautioned to strictly comply with Inland Navigation Rules when approaching, passing and leaving the area of operation, to remain a safe distance from the equipment, and to contact the dredge for specific transiting information.

CONSTRUCTION/DREDGING LOCAL NOTICE TO MARINERS NOTIFICATION DEADLINES

Construction and dredging companies should notify **Commander, Fifth Coast Guard District (oan), 431 Crawford Street, Portsmouth, VA 23704-5004** at **least 3 weeks prior to operation** begin date for information to be published in the **Local Notice to Mariners**. It is requested that notification be delivered by letter or fax and followed up by telephone. Fax # (757) 398-6303 and voice Phone # (757) 398-6552 /6225, or at the D5LOCAL INTERNET SITE.

LOCATION	DATE	DREDGE	LNМ
MD – Baltimore Harbor – Dredging	Until further notice	WEEKS MARINE	23/03
NJ – Manasquan Inlet – Dredging	10 Oct – 31 Dec 2004	MIKE THOMAS	39/04
NJ – Cape May Inlet to Cape May Point – Beach Nourishment	20 Sep – 20 Dec 2004	R.N. WEEKS, B.E. LINDHOLM	37/04
MD/VA – C & D Canal – Dredging	18 Oct – 26 Jan 2005	WEEKS DREDGE 550	42/04
VA – Norfolk Naval Station Pier 6 – Dredging	13 Sep – 15 Dec 2004	VIRGINIAN	37/04

VA – Norfolk Harbor Reach – Dredging	01 Oct – 01 Aug 2005	CHARLESTON	37/04
VA – Elizabeth River – Craney Island Reach – Dredging	04 Jun – 04 Jan 2005	R.S. WEEKS	22/04
VA – Rudee Inlet – Dredging	Until Further Notice	RUDEE II	
VA – Elizabeth River – Western Branch – Bridge demolition/ Construction	Apr 2002 – Dec 2004	Tidewater Construction	16/02
NC – Northeast Cape Fear River/Smith Creek Parkway – Bridge Construction	01 Jun – 31 Jan 2005	TIDEWATER CONSTR	19/03
NC – Oregon Inlet – Dredging	13 Sep – 12 Nov 2004	BEACHBUILDER	35/04
NC – Cape Fear Ent. Smith Island Range/ Baldhead Shoal - Dredging	13 Nov – 31 Jan 2005	ILLINOIS	44/04

SUMMARY OF SHOALING

The following list is a summary of shoaling within the Fifth Coast Guard District articles published in the **Local Notice to Mariners**. For the complete article see the number listed under REF **LNM**. However shoaling is subject to continual change. In many inlets hydrograph is not shown due to frequent changes. All mariners are urged to use caution when transiting these areas.

LOCATION	PUBLISHED DATE	CHART	REF LNM.
DE- ROOSEVELT INLET	25 Nov 03	12216	47/03
DE – ISLE OF WIGHT BAY	25 May 04	12221	21/04
NJICW – NJICW DBN 160 (LLNR 35645)	30 Dec 03	12316	52/03
PA-DE – SCHUYLKILL RIVER	27 Jan 04	12313	04/04
NJ- BARNEGAT INLET	27 Apr 04	12323	17/04
NJ – CAPE MAY HARBOR ENTRANCE	17 Feb 04	12317	07/04
MD – TANGIER ISLAND EAST CHANNEL	25 May 04	12228	21/04
MD – KNAPPS NARROWS	25 May 04	12266	21/04
MD – IRISH CREEK	23 Mar 04	12311	12/04
MD – POTOMAC RIVER – ST PATRICK CREEK	08 Jul 03	12285	27/03
MD – HONGA RIVER	25 Nov 03	12261	47/03
VA – VIP	25 May 04	12210	21/04
VA – NASSAWADOX CREEK	28 Feb 03	12224	04/03
VA – RUDEE INLET	23 Mar 04	12208	12/04
VA – LYNNHAVEN INLET	22 Jul 03	12254	29/03
NC – HATTERAS INLET	02 Jul 04	11545	27/04
NC – SHALLOTTE INLET	27 Apr 04	11534	17/04
NC – BEAUFORT HARBOR CHANNEL	25 Nov 03	11543	47/03
NC – CAROLINA BEACH INLET	25 Nov 03	11541	47/03
NC – CAROLINA BEACH HIGHRISE BRIDGE	28 Oct 03	11541	44/03
NC – HARKERS ISLAND	29 Apr 03	11545	17/03
NC – ALLIGATOR RIVER	23 Sep 03	11553	38/03
NC – LOCKWOODS FOLLY	29 Apr 03, 25 Nov 03	11541	17/03, 47/03
NC – BEAR/BROWNS INLET	14 Jan 03	11541	02/03
NC – BOGUE INLET	27 Apr 04	11534	17/04
NC – BOGUE SOUND	27 Apr 04	11541	17/04
NC – BOGUE SOUND/NEW RIVER	24 Feb 04	11541	09/04
NC – NEW TOPSAIL INLET	30 Dec 03	11541	52/03
NC – NEW RIVER INLET	24 Feb 04	11541	09/04
NC – MOREHEAD CITY CHANNEL	22 Jul 03	11541	29/03

CONCERNING BRIDGES ACROSS NAVIGABLE WATERS OF THE FIFTH COAST GUARD DISTRICT

The following is a list of operating information for certain bridges within the Fifth Coast Guard District. Mariners are advised that the bridges may be operating on a temporary schedule, with reduced clearances, undergoing bridge repairs or under new bridge construction. Mariners are advised to proceed with caution, comply with Inland Navigation Rules at all bridges and to contact the bridge on channels 13 and 16 VHF-FM. For more information refer to the referenced **Local Notice To Mariner** or contact the **Commander, Fifth Coast Guard District (oan), 431 Crawford Street, Portsmouth, VA, 23704-5004** via written correspondence, by voice phone at (757) 398-6222., or at the LANTAREA Office Aids to Navigation INTERNET SITE.

BRIDGE	TYPE	WATERWAY	MILE	SUBJECT	COM P. DATE	LNM
Christina River Bridge	F	Delaware River	5.5	Bridge repairs	Until further notice	42/02
Ben Franklin Bridge		Delaware River	100.2	Painting/sandblasting	Until further notice	47/03
Third Street Bridge	B	Delaware/Christina River	2.3	Bridge repair	Until further notice	19/01
Hanover Street Bridge		Baltimore		Bridge inoperative	Until further notice	33/02
Woodrow Wilson Bridge	B	Potomac River	103.8	Bridge Replacement	Until further notice	20/01
SR 123 Occoquan River		Occoquan River	5.0	Bridge construction	30 May 2005	43/03
Amtrack Swing Bridge		Susquehanna Riv	1.0	Bridge repairs	Until further notice	28/00
Rochambeau Bridge		Potomac Riv	109.9	Painting/sandblasting	Until further notice	35/01
McGhan Bridge		NJICW Beach Thorofare	69.0	Bridge repair	Until further notice	33/02
Jones Creek		James River		Bridge Replacement	Until further notice	35/03
Weems/College Creek bridge		Weems and College Creek		Bridge Construction	Until further notice	16/04
Virginia Rt. 33/Lord Delaware Bridge.		Mattaponi River		Bridge Construction	Until further notice.	17/04

KEY: F=Fixed, DR=Draw, RIV=River, CH=Channel, HBR=Harbor, AICWW=Atlantic Intracoastal Waterway, B=Bascule, E=East(Eastern), W=West(Western), S=South(Southern), N=North(Northern), SW=Swing Bridge, SYS=System, RR=Railroad, Sked=Schedule, Constr=Construction, Rest=Restricted, SR=State Route, RSP=Removable Span, VL=Vertical Lift

SUMMARY OF GENERAL ARTICLES IN EFFECT FOR THE WATERS OF THE FIFTH COAST GUARD DISTRICT

The following general information articles are in effect for the Fifth Coast Guard District. Information Articles will be published once upon request to

Commander, Fifth Coast Guard District (oan), 431 Crawford Street, Portsmouth, VA 23704-5004_via written correspondence, FAX at (757) 398-6303 or at the LANTAREA Office Aids to Navigation INTERNET SITE listed on the cover.

NJ – INTRACOASTAL WATERWAY (ICW) – LITTLE EGG HARBOR TO CAPE MAY- BEACH THOROFARE – SHIP CHANNEL

Mariners are advised that the Route 52 Bridges, across Beach Thorofare, at ICW mile 80.4, in Ocean City and across Ship Channel, at mile 1.0, in Somers Point, will be maintained in the closed-to-navigation position from 8 a.m. to 9:30 a.m. on Saturday, **November 5, 2004**. The bridges will be closed to vessels to facilitate the Trail of Two Cities Charity Run. To avoid delays, mariners should adjust their schedule accordingly. **Chart (s): 12316 & 12318.**

LNM 42/04

NJ – GREAT BAY – MULLICA RIVER – NACOTE CREEK – BRIDGE INFORMATION

Mariners are advised to use caution when transiting the US 9 Bridge over Nacote Creek, mile 1.5, in Port Republic, New Jersey. Structural inspection crews will be on site from **September 20 to November 20, 2004**, from 8 a.m. to 4 p.m. Contractors will occupy a workboat in the vicinity. This movable operation will not impede vessel traffic. **Chart (s): 12316.**

LNM 38/04

NJ – GREAT BAY – MULLICA RIVER – BRIDGE INFORMATION

Mariners are advised to use caution when transiting the Route 563/Green Bank Road Bridge over Mullica River, mile 18.0, in Green Bank, New Jersey. Structural inspection crews will be on site from **September 20 to November 20, 2004**, from 8 a.m. to 4 p.m. Contractors will occupy a workboat in the vicinity. This movable operation will not impede vessel traffic. **Chart (s): 12316.**

LNM 38/04

NJ – INTRACOASTAL WATERWAY (ICW) – LITTLE EGG HARBOR TO CAPE MAY – INSIDE THOROFARE – BRIDGE INFORMATION

Mariners are advised to use caution when transiting the Dorset Avenue Bridge over Inside Thorofare, at ICW mile 71.2, in Ventnor City, New Jersey. Structural inspection crews will be on site from **September 20 to November 20, 2004**, from 8 a.m. to 4 p.m. Contractors will occupy a workboat in the vicinity. This movable operation will not impede vessel traffic. **Chart (s): 12316.**

LNM 38/04

NJ – DE – DELAWARE BAY – PEA PATCH ISLAND – SHORELINE CONSTRUCTION

The Agate Construction Company will be using 2 barges to perform shoreline protective construction approximately 100 feet from the shoreline on the northeast side of Pea Patch Island. Construction will continue until late **February 2005**. Mariners are advised to transit this area with extreme caution and at safe speed to maintain safe steerage as to minimize wake. **Chart (s): 12311.**

LNM 41/04

MD – CHESAPEAKE BAY – PATUXENT RIVER – DIVING OPERATIONS

The U. S. Navy will be conducting diving operations in the Patuxent River, approximately 300 yards SW of Point Patience, from **October 23 to November 6, 2004**, between 7:30 a.m. and 4 p.m. daily. The 135-foot Navy dive vessel LCU 1647 will anchor using a two-point anchoring system to a mooring buoys that will remain in place during these dates, which are located in approximate positions 38° 19' 45" N, 076° 29' 18" W, and 38° 19' 38" N, 076° 29' 13" W. The vessel will display CODE ALPHA and DIVER DOWN flags during diving operations. Mariners are advised that anchor lines attached to buoys may extend from the vessel. In addition, as defined by 33 Code of Federal Regulations Part 165 Subpart G, a Naval Vessel Protection Zone is established in the navigable waters surrounding the naval vessel. At all times within the 500-yard regulated area of water, vessels shall operate at the minimum speed necessary to maintain safe course, unless required to maintain speed by the Navigation Rules or if otherwise authorized by the Coast Guard, Senior Naval Officer Present in Command, or Official Patrol. No vessel or person is allowed within 100 yards of the naval vessel unless authorized by the Coast Guard, Senior Naval Officer Present in Command, or Official Patrol. Mariners with concerns are advised to contact the naval vessel on Channel 13 or 16 VHF-FM, or Coast Guard Activities Baltimore at (410) 576-2693. **Chart (s): 12264.**

LNM 41/04

MD – CHESAPEAKE BAY – PATAPSCO RIVER – BRIDGE INFORMATION

Mariners are advised to take caution when approaching the Francis Scott Key Bridge over the Patapsco River, Mile 6.0, in Baltimore, Maryland. The bridge will be cleaned and painted between **September 16, 2004 and June 16, 2005**. Barges will be used but the channel shall remain open/unrestricted for the passage of vessels. **Chart (s): 12278.**

LNM 37/04

NC – CAPE FEAR RIVER – NORTHEAST CAPE FEAR RIVER

Mariners are advised that the Cape Fear River Memorial Bridge, at mile 26.8, and the Isabel S. Holmes Bridge, at mile 1.0, across the Northeast Cape Fear River both in Wilmington, NC, will be maintained in the closed-to-navigation position from 7:30 a.m. to 11 a.m. on Sunday, **November 14, 2004**. The bridges will be closed to vessels to facilitate the 7th Annual Battleship NC Half Marathon. To avoid delays, mariners should adjust their schedule accordingly. **Chart (s): 11537.**

LNM42/04

NC – CAPE FEAR RIVER – SMITH ISLAND RANGE/BALDHEAD SHOAL CHANNEL - DREDGING

The Cutter Suction Dredge ILLINOIS will be conducting dredging operations in the Cape Fear River in the vicinity of Smith Island Range and Baldhead Shoal from **13 November, 2004 through 31 January, 2005**. Dredge material will be pumped through a floating and submerged pipeline to Baldhead Island. The dredge can be contacted on VHF-FM Channels 13 and 16. Mariners are requested to stay clear of the dredge, floating and submerged pipeline, buoys and wires and review comments concerning dredging operations under **General Articles VII**. Mariners are requested to exercise extreme caution and **no wake** when approaching, passing and leaving the dredge location and to strictly comply with Inland Rules of the Road and watch for indications of a submerged or partially submerged pipeline. **Chart (s): 11536, 11537, 11539 & 11541.**

LNM 44/04

1

1

VIII. LIGHT LIST CORRECTIONS FOR COMDTPUBP16502.2 VOLUME II, 2004 EDITION.

An asterisk*, indicates the column in which a correction has been made or new information added.

LLNR	(2) Name and Location	(3) N/W Position	(4) Characteristic	(5) Ht	(6) Rng	(7) Structure	(8) Remarks	(9) LNM
765	- <i>Lighted Buoy F</i>	34 21 55 N 77 17 29 W *	FI Y 6s		6	Yellow.		44/04
6736	- Channel Buoy 2 *	*	*	*	*	Red nun. *	*	44/04
6736.1	- Channel Buoy 2A *	*	*	*	*	Red nun. *	*	44/04
6737	- Warning Daybeacon A *					NW on pile worded DANGER SHOAL. *		44/04
6740	<i>Quinby Channel Lighted Buoy 4</i> *		FI R 4s		3	Red. *	*	44/04
6743	-Channel Daybeacon 5 *					SG on pile.		44/04
13496	- EAST RANGE FRONT LIGHT	37 15 02 N 76 20 50 W *	F W (Day) Q W (Night)	20		On multi-pile structure.	Lighted throughout 24 hours. DAY: Visible on rangeline only. NIGHT: Visible all around; higher intensity on rangeline.	44/04
13497	- EAST RANGE REAR LIGHT 1398 yards, 076.6° from front light. *		F W (Day) Iso W 6s (Night)	54		Skeleton tower on multi-pile structure	Lighted throughout 24 hours. DAY: Visible on rangeline only. NIGHT: Visible all around; higher intensity on rangeline.	44/04
13550	- WEST RANGE FRONT LIGHT	37 13 35 N 76 29 13 W *	FI W 2.5s (Day) FI W 2.5s (Night)	14 (D) 17 (N)		On multi-pile structure.	Lighted throughout 24 hours. DAY: Visible on rangeline only. NIGHT: Visible all around; higher intensity on rangeline.	44/04
13555	- WEST RANGE REAR LIGHT 409 yards; 256.6° from front light. *		Iso W 6s (Day) Iso W 6s (Night)	54 (D) 57 (N)		Skeleton tower on multi-pile structure.	Lighted throughout 24 hours. DAY: Visible on rangeline only. NIGHT: Visible all around; higher intensity on rangeline.	44/04

13557	- WEST RANGE REAR PASSING LIGHT.		FI W 4s	12	5	On same structure as York River West Range Rear Light.		44/04
*	*	*	*	*	*	*	*	
23495	- CHANNEL LIGHT 2	38 07 22 N 75 57 19 W	FI R 4s	15	4	TR on pile.	HORN: 1 blast ev 30s (3s bl). Operates continuously from Sept. 15 to June 1.	44/04
						*		
23645	SHARKFIN SHOAL CHANNEL RANGE FRONT LIGHT						Remove from list.	44/04
							*	
23650	SHARKFIN SHOAL CHANNEL RANGE REAR LIGHT						Remove from list.	44/04
							*	
24410	- LIGHT 3	38 16 51 N 76 00 53 W	FI G 2.5s	15	3	SG on pile.		44/04
						*		
24505	- LIGHT 5		FI G 4s	15	4	SG on pile.		44/04
						*		
24525	- LIGHT 12		FI R 4s	15	3	TR on pile.		44/04
						*		
24580	- CHANNEL LIGHT 1	38 20 58 N 75 16 18 W	FI G 2.5s	15	4	SG on pile.		44/04
		*	*			*		
24585	- CHANNEL LIGHT 2	38 20 53 N 76 15 51 W	FI R 4s	15	3	TR on pile.	Light equipment removed from Dec. 1 to Mar. 15.	44/04
		*				*		
24590	- CHANNEL LIGHT 3	38 20 50 N 76 15 27 W	FI G 4s	15	4	SG on pile.	Light equipment removed from Dec. 1 to Mar. 15.	44/04
		*				*		
24595	- CHANNEL LIGHT 4	38 20 46 N 76 15 02 W	FI R 4s	15	3	TR on pile.	Light equipment removed from Dec. 1 to Mar. 15.	44/04
		*				*		
24600	- CHANNEL LIGHT 5	38 20 43 N 76 14 37 W	FI G 6s	15	4	SG on pile.	Light equipment removed from Dec. 1 to Mar. 15.	44/04
		*				*		
24601	- Warning Daybeacon A					NW on pile worded DANGER SHOAL.		44/04
*	*	*	*	*	*	*	*	
40095	- LIGHT 18		FI R 4s	15	7	TR-TY on multi- pile structure.	Higher intensity beam towards Southport.	44/04
						*		
40100	- LIGHT 24		FI R 4s	18	4	TR-TY on multi- pile structure.		44/04
						*		

ENCLOSURES/LINKS/MARINE EVENTS/TEMPORARY SPECIAL REGULATIONS

1. Change **No. 15** to U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA 2004, (37th) Edition.

[HTTP://nauticalcharts.noaa.gov/ncd/cpdownload.htm](http://nauticalcharts.noaa.gov/ncd/cpdownload.htm)

2. Change **No. 16** to U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA 2004, (37th) Edition.

[HTTP://nauticalcharts.noaa.gov/ncd/cpdownload.htm](http://nauticalcharts.noaa.gov/ncd/cpdownload.htm)

3. VA – ATLANTIC INTRACOASTAL WATERWAY (AICW) – ELIZABETH RIVER (SOUTHERN BRANCH) PRELIMINARY PUBLIC NOTICE

The City of Norfolk proposes a project to construct a cruise ship terminal. The project includes a retractable pedestrian bridge over a turn-off section at the mouth of the Southern Branch of the Elizabeth River at AICW mile 0.0, in Norfolk, VA. The retractable bridge would connect the main terminal building with the land-based entry pavilion. The proposed vertical clearances of the retractable bridge, from mean high water to the bottom of the structure in the both the open and closed position, are 26 feet 7 inches and 8.5 feet, respectively. The proposed horizontal clearance is 52 feet 11 inches, between the platform pier and timber fender system. It is requested that the Coast Guard be provided with navigational information such as the sizes and types of vessels presently owned and operated on this section of the river as they relate to the proposed vertical and horizontal clearances. Comments on this proposal should be forwarded to the above address attention (**obr**) no later than **November 19 2004**. Copies of Preliminary Public Notice 5-1020, which describe the proposal in detail, can be obtained by writing to the above address or by calling (757) 398-6587. **Chart 12206**

4. Special Local Regulations for Marine Events: Spa Creek, Annapolis, MD

SUMMARY: The Coast Guard is establishing temporary special local regulations during the "International Tug-of-War", a marine event to be held over the waters of Spa Creek between Eastport and Annapolis, Maryland. These special local regulations are necessary to provide for the safety of life on navigable waters during the event. This action is intended to restrict vessel traffic in portions of Spa Creek during the event.

DATES: This rule is effective from 10:30 a.m. to 2:30 p.m. on **November 6, 2004**.

ADDRESSES: Documents indicated in this preamble as being available in the docket are part of docket CGD05-04-192 and are available for inspection or copying at Commander (oax), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704-5004, between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Dennis Sens, Project Manager, Auxiliary and Recreational Boating Safety Branch, at (757) 398-6204.

SUPPLEMENTARY INFORMATION:

Regulatory Information

We did not publish a notice of proposed rulemaking (NPRM) for this regulation. Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing an NPRM. Publishing an NPRM would be impracticable, and contrary to public interest, as the event will take place on November 6, 2004. Because of the danger posed to participants competing within a confined area, special local regulations are necessary to provide for the safety of event participants, support craft and other vessels transiting the event area.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the Federal Register. The event will take place on November 6, 2004. Delaying the effective date of this rule would be contrary to the public interest, since immediate action is needed to ensure the safety of participants, support craft and other vessels transiting the event area. For the safety concerns noted, it is in the public interest to have these regulations in effect during the event. However, advance notifications will be made to affected users of the waterway via marine information broadcasts and area newspapers.

Background and Purpose

On November 6, 2004, the City of Annapolis will sponsor the "International Tug-of-War", across the waters of Spa Creek between Eastport and Annapolis, Maryland. The event will consist of a tug of war between teams on the Eastport side of Spa Creek pulling against teams on the Annapolis side of Spa Creek. The opposing teams will pull a floating rope approximately 1800 feet in length, spanning Spa Creek. A fleet of spectator vessels is anticipated. Due to the need for vessel control while the rope is spanned across Spa Creek, vessel traffic will be temporarily restricted to provide for the safety of participants, spectators and transiting vessels.

Discussion of Rule

The Coast Guard is establishing this rule on specified waters of Spa Creek. The regulated area will include a 400 foot buffer on either side of the rope that

will span Spa Creek from shoreline to shoreline. This rule will be enforced from 10:30 a.m. to 2:30 p.m. on November 6, 2004, and will restrict general navigation in the regulated area during the event. Except for participants and vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area. The Coast Guard Patrol Commander may stop the event to allow vessels to transit the regulated area.

Regulatory Evaluation

This rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. It is not "significant" under the regulatory policies and procedures of the Department of Homeland Security (DHS).

We expect the economic impact of this temporary rule to be so minimal that a full Regulatory Evaluation under the regulatory policies and procedures of DHS is unnecessary.

Although this rule prevents traffic from transiting a portion of Spa Creek during the event, the effect of this regulation will not be significant due to the limited duration that the regulated area will be in effect and the extensive advance notifications that will be made to the maritime community via marine information broadcasts and area newspapers so mariners can adjust their plans accordingly. Additionally, the regulated area has been narrowly tailored to impose the least impact on general navigation yet provide the level of safety deemed necessary. Vessel traffic will be able to transit the regulated area when the Coast Guard Patrol Commander deems it is safe to do so.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this rule will have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities. This rule will affect the following entities, some of which may be small entities: the owners or operators of vessels intending to transit or anchor in a portion of Spa Creek during the event.

This rule will not have a significant economic impact on a substantial number of small entities for the following reasons. This rule will be in effect for only a 4-hour period. Vessel traffic will be able to transit the regulated area when the Coast Guard Patrol Commander deems it is safe to do so. Before the enforcement period, we will issue maritime advisories so mariners can adjust their plans accordingly.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we offered to assist small entities in understanding the rule so that they could better evaluate its effects on them and participate in the rulemaking process.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1-888-REG-FAIR (1-888-734-3247).

Collection of Information

This rule calls for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this rule under that Order and have determined that it does not have implications for federalism.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the

private sector of \$100,000,000 or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

This rule will not effect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not create an environmental risk to health or risk to safety that may disproportionately affect children.

Indian Tribal Governments

This rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

We have analyzed this rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Technical Standards

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

This rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

Environment

We have analyzed this rule under Commandant Instruction M16475.ID, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321-4370f), and have concluded that there are no factors in this case that would limit the use of a categorical exclusion under section 2.B.2 of the Instruction. Therefore, this rule is categorically excluded, under figure 2-1, paragraph (34)(h), of the Instruction, from further environmental documentation. Special local regulations issued in conjunction with a regatta or marine event permit are specifically excluded from further analysis and documentation under those sections. Under figure 2-1, paragraph (34)(h), of the Instruction, an "Environmental Analysis Check List" and a "Categorical Exclusion Determination" are not required for this rule.

List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR Part 100 as follows:

PART 100-SAFETY OF LIFE ON NAVIGABLE WATERS

1. The authority citation for part 100 continues to read as follows:

Authority: 33 U.S.C. 1233, Department of Homeland Security Delegation No. 0170.1.

2. Add temporary § 100.35T05-192 to read as follows:

§ 100.35T05-192, Spa Creek, Annapolis, Maryland.

(a) Regulated area. The regulated area is established for the waters of Spa Creek from shoreline to shoreline, extending 400 feet from either side of a rope spanning Spa Creek from a position at latitude 38°58'37" N, longitude 076°29'04" W on the Annapolis shoreline to a position at latitude 38°58'26" N, longitude 076°28'54" W on the Eastport shoreline. All coordinates reference Datum NAD 1983.

(b) Definitions:

(1) Coast Guard Patrol Commander means a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Activities Baltimore.

(2) Official Patrol means any vessel assigned or approved by Commander, Coast Guard Activities Baltimore with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign.

(3) Participant means all vessels participating in the "International Tug of War" under the auspices of the Marine Event Permit issued to the event sponsor and approved by Commander, Coast Guard Activities Baltimore.

(c) Regulations:

(1) Except for event participants and persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area.

(2) The operator of any vessel in the regulated area shall:

(i) Stop the vessel immediately when directed to do so by any official patrol.

(ii) Proceed as directed by any official patrol.

(iii) Unless otherwise directed by the official patrol, operate at a minimum wake speed not to exceed six (6) knots.

(d) Effective period. This section is in effect from 10:30 a.m. to 2:30 p.m. on November 6, 2004.

5. Special Local Regulation for Marine Events; Southern Branch, Elizabeth River, Portsmouth, VA

SUMMARY: The Coast Guard is establishing temporary special local regulations during the "International Search and Rescue Competition", a marine event to be held on the waters of the Southern Branch of the Elizabeth River at Portsmouth, Virginia. These special local regulations are necessary to provide for the safety of life on navigable waters during the event. This action is intended to restrict vessel traffic in portions of the Southern Branch of the Elizabeth River during the event.

DATES: This rule is effective from 8 a.m. to 6 p.m. on **November 5 and 6, 2004**.

ADDRESSES: Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, are part of docket CGD05-04-138 and are available for inspection or copying at Commander (oax), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704-5004, between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Dennis Sens, Project Manager, Auxiliary and Recreational Boating Safety Branch, at (757) 398-6204.

SUPPLEMENTARY INFORMATION:

Regulatory Information

On August 30, 2004, we published a notice of proposed rulemaking (NPRM) entitled Special Local Regulations for Marine Events; Southern Branch, Elizabeth River, Portsmouth, VA in the Federal Register (69 FR 52840). We received no letters commenting on the proposed rule. No public meeting was requested, and none was held.

Under 5 USC 553(d)(3) the Coast Guard finds good cause exists for making this rule effective less than 30 days after publication in the Federal Register because delaying the rule would be impractical and contrary to public interest as the event will take place on November 5 and 6, 2004.

Background and Purpose

On November 5 and 6, 2004, the Coast Guard and Canadian Auxiliaries will sponsor the "International Search and Rescue Competition", a marine event to be held on the waters of the Southern Branch of the Elizabeth River at Portsmouth, Virginia. The event will consist of International teams competing in various events designed to demonstrate competence in maritime search and rescue techniques. To provide for the safety of participants, spectators and support vessels, the Coast Guard proposes to temporarily restrict vessel traffic in the Southern Branch of the Elizabeth River, including the North Ferry Landing, during the event.

Discussion of Comments and Changes

No comments were received in response to the notice of proposed rulemaking (NPRM) published in the Federal Register. Accordingly, the Coast Guard is establishing temporary special local regulations on specified waters of the Southern Branch of the Elizabeth River. Since no comments were received, no changes to this regulation were made.

Regulatory Evaluation

This rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. It is not "significant" under the regulatory policies and procedures of the Department of Homeland Security (DHS).

We expect the economic impact of this rule to be so minimal that a full Regulatory Evaluation under the regulatory policies and procedures of DHS is unnecessary. Although this regulation will prevent traffic from transiting a portion of the Southern Branch of the Elizabeth River during the event, the effect of this regulation will not be significant due to the limited duration that the regulated area will be in effect and the extensive advance notifications that will be made to the maritime community via the Local Notice to Mariners, marine information broadcasts, and area newspapers, so mariners can adjust their plans accordingly. Additionally, the regulated area has been narrowly tailored to impose the least impact on general navigation yet provide the level of safety deemed necessary. Vessel traffic will be able to transit the Southern Branch of the Elizabeth River whenever the Coast Guard Patrol Commander determines it safe to do so.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities. This rule would affect the following entities, some of which might be small entities: the owners or operators of vessels intending to transit the Southern Branch of the Elizabeth River during the event.

This rule would not have a significant economic impact on a substantial number of small entities for the following reasons. This rule would be in effect for only a short period. The regulated area has been narrowly tailored to impose the least impact on general navigation yet provide the level of safety deemed necessary. Vessel traffic will be allowed to transit the Southern Branch of the Elizabeth River whenever the Coast Guard Patrol Commander determines it safe to do so. Before the enforcement period, we will issue maritime advisories so mariners can adjust their plans accordingly.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see ADDRESSES) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we want to assist small entities in understanding the rule so that they could better evaluate its effects on them and participate in the rulemaking process. If the rule would affect your small

business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the address listed under ADDRESSES. The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1-888-REG-FAIR (1-888-734-3247).

Collection of Information

This rule calls for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this rule under that Order and have determined that it does not have implications for federalism.

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This rule will not effect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not create an environmental risk to health or risk to safety that may disproportionately affect children.

Indian Tribal Governments

This rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

We have analyzed this rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Technical Standards

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

This rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

Environment

We have analyzed this rule under Commandant Instruction M16475.ID, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321-4370f), and have concluded that there are no factors in this case that would limit the use of a categorical exclusion under section 2.B.2 of the Instruction. Therefore, this rule is categorically excluded, under figure 2-1, paragraph (34)(h), of the Instruction, from further environmental documentation. Special local regulations issued in conjunction with a regatta or marine parade permit are specifically excluded from further analysis and documentation under that section.

List of Subjects in 33 CFR Part 100

Marine Safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 100 as follows:

PART 100—SAFETY OF LIFE ON NAVIGABLE WATERS

1. The authority citation for part 100 continues to read as follows:
Authority: 33 U.S.C. 1233; Department of Homeland Security Delegation No. 0170.1.
2. Add temporary § 100.35-T05-138 to read as follows:

§ 100.35-T05-138, Southern Branch, Elizabeth River, Portsmouth, VA

(a) Regulated area. The regulated area is established for the waters of the Southern Branch of the Elizabeth River including the North Ferry Landing, from shoreline to shoreline, bounded to the north by a line drawn along Latitude 36°50'23" N and bounded to the south by a line drawn along Latitude 36°50'12" N. All coordinates reference Datum: NAD 1983.

(b) Definitions:

- (1) Coast Guard Patrol Commander means a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Group Hampton Roads.
- (2) Official Patrol means any vessel assigned or approved by Commander, Coast Guard Group Hampton Roads with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign.
- (3) Participant includes all vessels participating in the International Search and Rescue Competition under the auspices of the Marine Event Permit issued to the event sponsor and approved by Commander, Coast Guard Group Hampton Roads.

(c) Special local regulations:

- (1) Except for event participants and persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area.
- (2) The operator of any vessel in the regulated area shall:
 - (i) Stop the vessel immediately when directed to do so by any Official Patrol.
 - (ii) Proceed as directed by any Official Patrol.
- (d) Effective period. This section will be effective from 8 a.m. to 6 p.m. on **November 5 and 6, 2004**.

U.S.C.G. AUXILIARY BOATING SAFETY COURSES--DE, NJ and PA

Advanced Coastal Navigation

Date	State	City	Location	Time	Duration	Flotilla	Phone
11/10/2005	NJ	Mt. Laurel	Hartford School	7:00 PM	11 weeks	13-05	856-983-4171

America's Boating Course

Date	State	City	Location	Time	Duration	Flotilla	Phone
5/21/2005	NJ	Forked River	Lacey Community	8:00 AM	1 day	07-09	609-242-9347
6/25/2005	NJ	Forked River	Lacey Community	8:00 AM	1 day	07-09	609-242-9347
11/ 1/2004	NJ	Westville	929 Edgewater Ave.	6:00 PM	2 nights	03-02	856-456-6006
12/ 6/2004	NJ	Westville	929 Edgewater Ave.	6:00 PM	2 nights	03-02	856-456-6006
1/29/2005	NJ	Westville	929 Edgewater Ave.	6:00 PM	2 nights	03-02	856-456-6006
2/22/2005	NJ	Westville	929 Edgewater Ave.	6:00 PM	2 nights	03-02	856-456-6006

Boating Skills and Seamanship

Date	State	City	Location	Time	Duration	Flotilla	Phone
2/14/2005	NJ	Manahawkin	Southern Regional High	7:30 PM	7 weeks	07-04	609-597-9481
3/ 1/2005	NJ	Mt. Laurel	Hartford School	7:00 PM	6 classes	13-05	856-983-4171
1/27/2005	PA	Aston	Sun Valley High School	7:00 PM	10 weeks	04-07	610-497-3116
3/14/2005	PA	Boothwyn	Chichester Middle	7:00 PM	10 weeks	04-07	610-497-3116
1/ 4/2005	PA	Chambersburg	Chambersburg Area Sr.	7:00 PM	8 weeks	05-06	717-532-5991
1/ 4/2005	PA	Chambersburg	Chambersburg Area Sr.	7:00 PM	13 weeks	05-06	717-532-5991
2/16/2005	PA	Lima	Penncrest High School	7:00 PM	10 weeks	04-07	610-497-3116

U.S.C.G. AUXILIARY BOATING SAFETY COURSES- NC and VA

10/24/2005	Wilmington	NC	28401 Cape Fear Community College	BCN	M&Th	6	910 686 4479	1C
11/19/2005	Wilmington	NC	28401 Cape Fear Community College	GPS	SAT	1	910 686 4479	1C
10/27/2004	Richmond	Va	23228 Department of Motor Vehicles	GPS	W&M	2	804 741 5790	3E
11/2/2004	Hampton	Va	23666 Daryl Warboys Education Building	USPS	T&Th	7	757 357 6319	HI
11/11/2004	Ashland	Va	23005 Fire Station #10	BSC	Thurs	4	804 883 6442	37
2/2/2005	Richmond	Va	23228 Department of Motor Vehicles	BS&S	M&W	14	804 741 5790	3E
2/3/2005	Newport News	Va	23606 Warwick High School	BS&S	M&Th	7	757 868 6436	6C
3/23/2005	Richmond	Va	23228 Department of Motor Vehicles	GPS	M&W	2	804 741 5790	3E
4/7/2005	Newport News	Va	23606 Warwick High School	BS&S	M&Th	7	757 868 6436	6C
6/1/2005	Newport News	Va	23606 Warwick High School	BS&S	M&W	7	757 868 6436	6C
10/6/2005	Newport News	Va	23606 Warwick High School	BS&S	M&Th	7	757 868 6436	6C

SALLY BRICE-O'HARA

Rear Admiral, U.S. Coast Guard
Commander, Fifth Coast Guard District

